48760 Printed in U.S.A. JANUARY 1999 $3.50

RAILFAN® & RAILROAD

CANADA: $5.25

RAILFAN

BLADES ACROSS AMERICA

- Montana
- New York
- Indiana

SEMAPHORE SALUTE!

BRADLEY McCLELLAND

0 71896 48760 2 01

NEW TOTALLY!

JUST RELEASED!

ALL-COLOR HUGE PHOTO SECTION

Nº1 BESTSELLING ANNUAL LOCOMOTIVE BOOK!

JULY 1998 ROSTERS + 1999 NEW ORDERS

FEATURING EXCLUSIVE NEW **BNSF+UP** CONSOLIDATED SYSTEM ROSTERS + ALL MAJOR LINES 800 ROSTERS

THE OFFICIAL **1999** EDITION

LOCOMOTIVE ROSTERS & NEWS

ALL NORTH AMERICAN RAILROADS

— INCLUDES —

SHORTTERM RENTALS — NEW ORDERS — MAJOR LOCOMOTIVE MUSEUMS

GE Photo 1998 4400 HP AC4400CW

HUGE ALL COLOR BUILDERS PHOTO SECTION

EMD-GM Photo

— THERE ARE NO OTHER BOOKS WITH 1998 ROSTERS —

JUST ASK THE MAN OR RAILROAD THAT USES OUR BOOK

— NO BETTER REFERENCE —

$50,000 of research/verification went into this book to create accuracy and up-to-date information untouchable by any other rosters. All other roster books are now out-of-date and can easily mislead the reader on accuracy.

ONCE YOU USE OUR NEW BOOK YOU'LL NEVER USE ANOTHER

ALL-COLOR PHOTOS

LARGE BUILDERS PHOTOS OF CURRENT MODELS + REBUILDERS MODELS

GE Photo

ONLY $26.95 + $3 PPH FIRST CLASS INSURED MAIL

IMMEDIATE SHIPMENT!

FOR YOUR HOME OR CAR OR FRIEND ORDER A 2ND COPY AND GET

FREE 25TH ANNIVERSARY REPRINT 1973 EDITION

HURRY! LIMITED SUPPLY

(Orders received by Dec. 18th will receive book before xmas)

DPA-LTA ENTERPRISES INC.
PO BOX 3000
CHAMPLAIN NY 12919-3000

Tel. (514) 428-0336

RR

Enclosed is Check/Money Order for the 1999 Edition The Official Locomotive Roster & News
Please ship immediately — First Class Mail — Insured (Please Print Below)

Name _____

Address _____ (Apt) _____ POBOX _____

City/Town _____ State/Prov. _____ Zip 4 _____

Four NEW Tapes for the Holidays!!

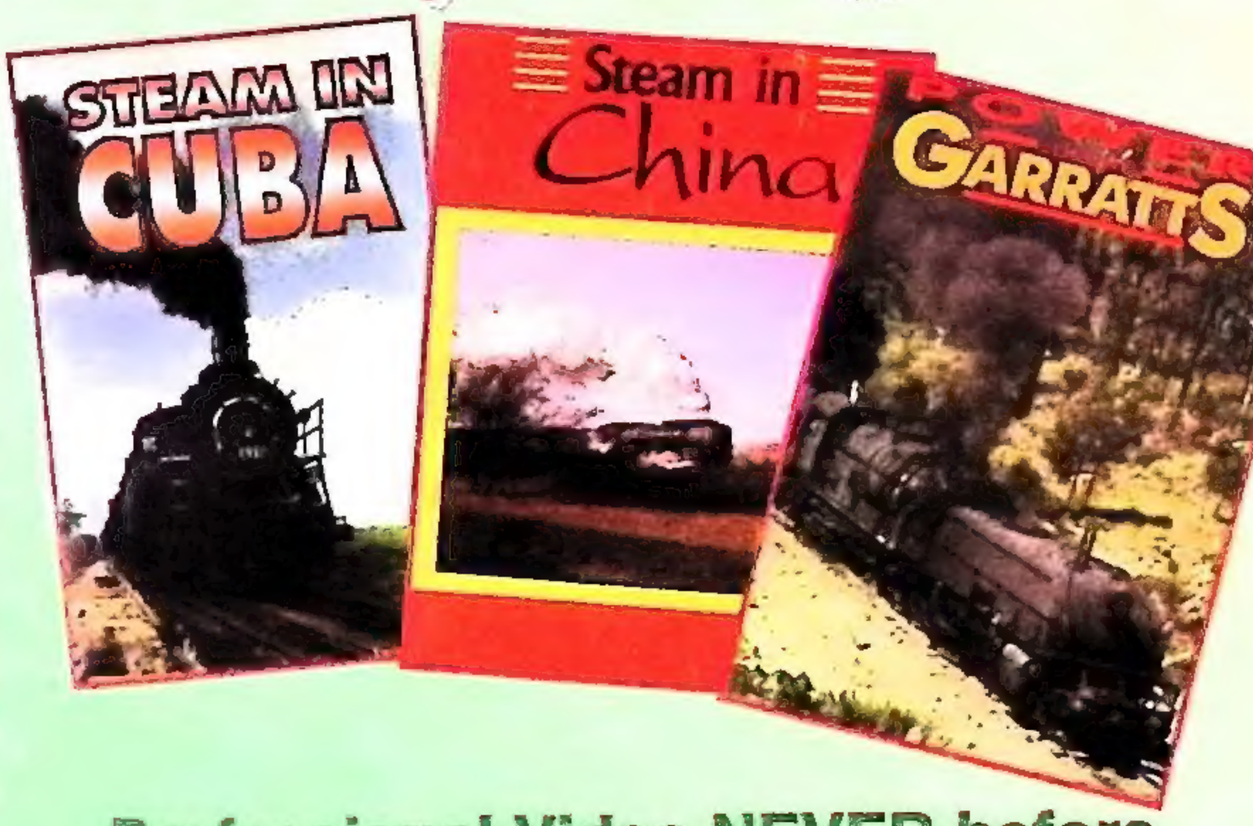
POSTWAR TRANSITION

The Boston & Maine

and other far Northeastern Railroads face up to the changes in the 1950's

The turbulent years following World War II resulted in dramatic changes to North American railroads. Events in the Northeast reflected this. The staid, old Boston and Maine Railroad, which dominates this steam action video shot by Edward Baston, went through the wrenching change from steam to diesel power. We see steam rush hour traffic highballing out of North Station as the first generation diesels appear on the scene--and then visit North Bellerica, several times to see steam power being cut up. Then, almost unexpectedly, a dramatic B&M management change resulted in new blue paint and sent ripples throughout the region's rail network. A keystone of this video are rare scenes of B&M P4 Pacific No. 3713--now being restored at Steamtown--in snow melter service in the Winter of 1956, and leaving Boston on the memorable "Farewell to Steam" excursion on April 22, 1956. Steam action is also witnessed on the Maine Central, New Haven, Central Vermont, and Grand Trunk in New England, and the Canadian National in Quebec. Then in dramatic developments, tourist steam roads briefly appear at Edaville Railroad, Steamtown in New Hampshire, and Vermont, and the American Freedom Train.

40 minutes...order Tape #52158...$19.95



Professional Video NEVER before seen in the U.S.

Steam in Cuba

Cuba remains one of the final bastions of the steam locomotive Shifting huge trains of sugar cane over lengthy stretches of track including ventures onto the main passenger and freight trunk lines this mighty display of steam at work covers a dozen mills. Cuba is th only place on earth to witness **big American steam** of such a wid variety of classes and wheel arrangements such as: Baldwin 2-8-0's 2-6-0's; Alco 2-6-0's; Vulcan 2-6-0's and 2-8-0's; and Rogers 2-4 0's,and 2-6-0's. **Tape # 53159...54 Minutes...$29.95**

Steam in China

Join professional photographer Phil Ross as he takes his cameras th length and breadth of China. From Tangshan through Shenyan Changchun and Jilin to Harbin and Nancha and the industrial cente of Lanzhou and Bautou. Phil's camera captures the excitement ar spectacle of regular operations in below zero conditions in the la country on earth where steam trains are still manufactured. You'll se the QJ, JS, RM, SI, and JF classes on the main trunk lines in th North and West. Also witness rare gems including YJ 2-6-2's, SY 8-2's, GJ 0-6-0T's and ET 0-8-0T's, and ET 0-8-0T's. This is a verit ble Mecca for steam nuts!...**1 hour 18 min...order Tape # 53160...$34.95**

Power of the Garratts

Described as one of the most impressive developments in the histo of railway motive power, the Garratt locomotive was designed to op mize the power of two engine units together with a light axle loadi The Garratt monopolized steam in Southern Africa. Both archival a contemporary footage pound the grades, as only a Garratt ca Featured are 4-8-4, 4-8-4's; 4-8-2, 2-8-4's; 2-6-0, 0-6-2's in a numb of gauges....**63 min...order tape #53161...$29.95**

Order Toll Free!
1-800-227-1336

Shipping and Handling: **Add $5.00 for first video, add $1.00 for each additional.**

Canada: Add $6.00 for first video, and $1.00 for each additional...all tapes shipped Priority Mail.

E-Mail: grnfrog@atl.mindspring.com
Website: http//www.greenfrog.com

Don't miss our spectacular Holiday sale: buy one tape---get another FREE!!... call for our latest catalog!

Green Frog Productions, Ltd.

200 N. Cobb Pkwy., Suite 138
Marietta, GA 30062
1-800-227-1336
(770)422-2220
FAX (770)422-2467

RAILFAN & RAILROAD

JANUARY 1999/VOLUME 18 NUMBER 1
RAILROAD / founded 1906 / volume 120 number 10

FEATURES

6 **It was Grand at the Canyon** by Mike Del Vecchio
8 **Rails to Trails in Marshall Canyon** by Bruce Kelly
32 **Semaphore Salute-14 pages of Blades!**
33 **MRL's Surviving Semaphores** by Bruce Kelly
38 **The Southern Tier's Vanquished Sentinels** by Scott Snell
40 **Hoosier Blades** by Bradley McClelland
46 **True Tales of the Rails**
56 **Train Time on the Pine Creek** by Mike Del Vecchio
60 **BC Rail Goes Hollywood** by Tom Savio
64 **More "Bat Trains" for Amtrak** by Tom Savio

DEPARTMENTS

11 **Fanmail**/letters from readers
14 **Timetable**/events
18 **Lineside Legacy**/Another UP 4-8-4
23 **Railroadiana**/product news and reviews
24 **Railfanning is:**/humor
26 **Railnews**/news stories in detail
48 **Book Depot**/railroad book mart
50 **On the Menu**/New Year bodes well for rail dining
51 **Railfun**/Curt Katz
52 **Camera Bag**/Think Snow!
53 **Museum & Tourist Line Directory**
54 **The Engineer's Seat**/The keen boveene
55 **Videos**/videotape reviews
56 **Switch List**/classified advertising
58 **Transit Currents**/George M. Smerk
62 **Markers**/editorial commentary
64 **Advertising Index**/the railfan marketplace
65 **Final Frame**

on the cover

CSX train R36, powered by SD50 8603 and C40-8 7745, was splitting the semaphores at the eastern end of Lyonsville siding at Lyonsville, Indiana, on March 17, 1995. Join Bruce Kelly, Brad McClelland, and Scott Snell this month as they pay homage to the vanishing semaphore. Photo by Brad McClelland.

From the Publisher's Desk: The Fourth Annual Run

The New Haven [illegible] total of 60 FL9 locomotives between 1957 and [illegible] they were intended for service out of New York's Grand [illegible] terminal to points north in Connecticut. Built with an unu[illegible]A wheel arrangement, the units were designed to operate on electric third rail or with straight diesel power.

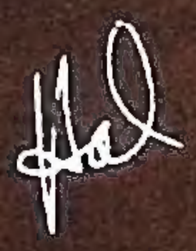
In time, the units were split between Metro North Commuter Railroad, Connecticut DOT, Long Island Rail Road and Amtrak. Last reports show three on the Long Island, 40 on Metro North and four on Amtrak. Many units have been rebuilt and several stored.

The above FL9 information is a prelude to the fourth annual Carstens Railway Trans-Canada Railway Tour. The first two trips were to the United Kingdom, and the third to British Columbia and Alaska. The fourth trip started in New York's Pennsylvania Station, went to Montreal and then on to Vancouver. Our train out of Penn Station was Amtrak's No.69, the *Adirondack*. Interestingly, Amtrak now uses the former New York Central West Side freight line to reach Spuyten Duyvil and the passenger line. This was the first time I had ridden this track since an NYC fantrip behind steam. Our group was able to board the train early as the red caps stowed our luggage at one end of our *Heritage* car, which was the last car on the train. This was the only vintage (and quite comfortable) equipment on the train. A cafe car provided sandwiches and beverages. With a 9:50 a.m. departure and scheduled arrival in Montreal at 7:20 p.m., there was no need for sleepers.

Momentary confusion ensued at the sight of two FL9 units coupled to our *Heritage* car. Were we at the front of the train? Impossible, as we were heading north. Also, the two FL9s were dead. Chatting with several Amtrak crew members, we learned that the two units would be towed on our train to Rouses Point, 332 miles from New York and almost to the Canadian border. They told us that the two units were destined for Bangor & Aroostook Railroad where they would see brief service on fan trips before container train service. (See RAILNEWS page 26.)

The trip north along the Hudson River and then Lake Champlain was pleasant. Although a cold front with consequent heavy rain and haze kept my Nikon in the camera bag, I concentrated on High-8 video. At Harmon, where J-class Hudsons and huge S-class Niagaras once changed places with S and T-class electric motors, we spotted Metro North Genesis power and their only RS3. At Poughkeepsie, the great New Haven bridge to Maybrook stood gaunt and silent as it has been since a fire put it out of business. The train stopped at Troy, across the river from Albany, and at other scheduled points along the route (many of them made famous by General Arnold in his battles against the British). Fortunately, the weather cleared as we passed along Lake Champlain. At Rouses Point we were able to detrain and watch as the two Amtrak FL9s, Nos. 484 and 487, were set out. As we left Rouses Point we passed two St. Lawrence & Hudson red GP9s waiting to take the FL9s to the BAR.

At Qantic (symboled PQ) we passed through the customs check and arrived in Montreal's Central Station on the advertised. Wednesday, with bright sunshine, we received the royal treatment at the *Musee' Ferroviare Canadien*. We rode trolleys, saw CPR *Royal Hudson* No.2850, and witnessed other superb equipment that I will share next month.



RAILFAN & RAILROAD

A magazine produced by
Carstens Publications
Newton, New Jersey 07860
http://www.carstens-publications.com

Publisher
Harold H. Carstens

Managing Editor
E. Steven Barry

Associate Editor
Christopher R. Kimler

Editorial Secretary
Maureen Frazier

Editorial Secretary
Lisa Van Sweringen

Traction Columnist
George M. Smerk

Menu Columnist
James D. Porterfield

Traction Publications Columnist
Joe L. Diaz

Preservation Columnist
Jeffrey D. Terry

Columnist
Thomas D.Dressler

Cartoonist
Curtis L. Katz

Director of Advertising
John A. Earley

Advertising Sales Manager
Pieter Uptegrove

Advertising Production Manager
Larry Deitch

Internet Services
Douglas Bailey

Cartography
Walter C. Lankenau

Assistant to the Publisher
Phyllis M. Carstens

Editor Emeritus
James A. Boyd

Circulation Manager
Henry R. Carstens

Advertising Production
Mary Ann Lengle, Tammy Havens

Reader Service
Lynn Thomas

Dealer Service
Cathy Streeter

Shipping Manager
John Loux

RAILFAN & RAILROAD (ISSN 0163-7266) is published monthly by Carstens Publications, Inc., 108 Phil Hardin Road, Fredon Township, (P.O. Box 700), Newton, New Jersey 07860-0700. Phone 973/383-3355. Harold H. Carstens, President; Henry R. Carstens, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Periodical Postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700.

Copyright © 1998 by Carstens Publications, Inc. Printed in U.S.A.

Canadian GST #124725060.

SUBSCRIPTIONS: U.S.A. and possessions: $27.95 per year, $49.95 for two years, $69.95 for three years. Canadian (includes GST) $35.95 for one year, $65.95 for two years and $93.95 for three years. Foreign: $37.95 per year, $69.95 for two years, $99.95 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

ADVERTISING: Advertising offices: RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Phone: 973/383-3355. FAX: 973/383-4064.

It Wa[illegible]d at the [illegible]n

by [illegible]

RAILFANS FROM ALL OVER the world have ventured into the northern Arizona desert to attend the Grand Canyon Railway's third annual Railfan Weekend. Held by the Grand Canyon Chapter NRHS during October 2-4, 1998, weekend, the three-day bash was attended by nearly 200 riders. Both a freight and a passenger train were arranged just for the railfans, the latter included a dome and first class car. The specials were scheduled to meet the regular Grand Canyon passenger train, and also the visiting *American Orient Express* luxury train. In all dozens of photo runbys were run under the typically perfect skies in Arizona this time of year.

The event began on Friday with the traditional night photo session, and for this year the railroad wanted to do something special. The 100 shooters boarded a special train pulled by 2-8-2 4960 which pulled the two-car special out to the wooden trestle at milepost 4. Railroad employees and volunteers from the chapter had cleared the area, marked a path and set up floodlights and generators in this desolate area reminiscent of a Western movie. It was on this bridge that the railroad showed off for the first time its new FPB4 "B-unit," properly coupled between the two cab units for a perfect A-B-A consist. The 4960 replaced the cab units on the bridge for the second round of flash photography. The night session wrapped up with 4960 posing at the passenger station in Williams. Previous night photos were arranged around the shop area. Since the B-unit hadn't yet been road tested, it was not used on any of the other railfan weekend trains.

Saturday morning dawned clear and windy. The 4960-powered passenger train departed first, and it was followed by the photo freight. Numerous track-speed runbys were performed with both consists. After climbing the three-percent grades within the Coconino Canyon, the passenger special traversed the wye in the Grand Canyon Village, and the 4960 backed the passenger train into the staging tracks where the AOE was already waiting. There would be four trains vying for track space at the Canyon. After the necessary jockeying of trains at the Canyon, which allowed the photographers to lens many combinations of motive power.

The AOE departed the Canyon, followed by the railfan weekend passenger and freight trains, which would be stopping for runbys on the southbound run. Coconino Canyon is a favorite place for photography since its picturesque walls are almost inaccessible by road. The specials took the siding at Willaha, and the two locomotives arranged for the doubleheader south from there which occurs after the special is overtaken by the regular train. Even more runbys were staged until the sun had nestled behind the mountains.

The Saturday night banquet featured noted steam expert J. David Conrad. Steve Sandberg from the Milwuakee 4-8-4 261 steam crew also said a few words. The weekend wrapped on a happy note on Sunday with the traditional pose of 4960 under the BNSF main line near the GCRY shop complex.

The Grand Canyon Railway's CMO Robert Franzen and trainmaster Ervin White worked over and above the call to put on a great show for railfan weekend. It is truly the best time to photograph one of the very best steam shows in the West.

Above: Mike Del Vecchio / Below: Steve Barry

***THE GRAND CANYON RAILFAN WEEKEND** kicked off with a night photo session on Friday, October 2, 1998. Former Chicago, BUrlington & Quincy 2-8-2 4960 was posed on the trestle at Milepost 4. The main event on Saturday featured two trains for rail photographers, with former Lake Superior & Ishpeming 2-8-0 18 leading a freight train. The Consolidation was putting on a class show as it emerged from Coconino Canyon (**below**).*

Mike Del Vecchio; lighting by Steve Barry, Dave Busse, Mike Del Vecchio and John Tully

TOGETHER FOR THE FIRST TIME, *the Grand Canyon Railway posed FPA4s 6793 and 6773 with FPB4 6871 at Milepost 4 on October 2nd. The South Rim of the Canyon was a busy place the following day, as four trains jockeyed for position in the three tracks at the station. The* American Orient Express *was departing the Canyon as it passed Consolidation 18 switching the railfan consist* ***(right)****. Also at the Canyon were Mikado 4960 with the other railfan photo train and the two FPA4s with the regular GCRy train. The grand finale of the railfan excursion on Saturday was a double-header featuring 18 and 4960. The 18 dropped its freight train at Willaha and the two steamers united on the passenger train for a couple of rousing runbys* ***(below)****.*

Above and below: Steve Barry

NEW YORK CENTRAL'S "HARLEM DIVISION"
The Coming of the "N.Y. and Harlem Railroad"
Used today by "Metro North Railroad"
GCT-Berkshire Hills. 380 pages, 800 photos.
L.V. Grogan
31 Sans Souci Dr., Pawling, NY 12564
Soft: $43.95 + NY Tax (residents)
& $4.10 post. Cks/Money Orders.
Books Autographed as Requested

GOLDEN SPIKE ENTERPRISES INC.
★★★★ Railroad Memorabilia ★★★★
One of the nation's leading dealers in railroad memorabilia offers railroad dining car items, lanterns, and other railroadiana from the glory days of railroading.
Send $2, and large SASE for listing, refundable with purchase
Golden Spike Enterprises Inc. P.O. Box 422
Williamsville, NY 14221 (716)689-9074

The Building of Pan Handle Division of The Pennsylvania Railroad
by Cecil G. Howell, retired 1848-1908
Building of the Pan Handle Division of the Pennsylvania Railroad. 1848-1995. Softcover spiral binding, 215 pages, old black/white pictures. $19.95 plus $3.00 S&H. Pa. residents add 7% sales tax.
HOW BOOK
P.O. Box #1, Oakdale, PA 15071

TRILLIUM VIDEO
"LEEDS CITY STATION"
After Privatization of British Rail
PASSENGER TRAIN ACTION FEATURING
METROTRAIN, SUPER SPRINTER, INTERCITY, GNER
VIRGIN, TRANS PENNINE EXPRESS, REGIONAL RAIL
VHS HIFI STEREO SOUND, NO NARRATION, 75 min
$36 Canadian or $24 U.S.
Visa, MasterCard, American Express
HUNDREDS OF TITLES IN STOCK – FREE LIST:
ELECTRO VIDEO, P.O. BOX 24190
LONDON, ONTARIO, CANADA N6H 5C4
Phone 1-888-493-3361 Fax 1-800-244-9908
Web Video Clips: www.trillium-video.com

HOT OFF THE PRESS – A NEW BOOK
SUNSET ON THE RIO GRANDE SOUTHERN
VOLUME 2 – $49.95
(Volume 1 is also available at $49.95)
EACH VOLUME is autographed, 8 1/2" x 11" HARD COVER AND COLOR COVERS, RARE PHOTOS, 176 PAGES LOADED WITH PREVIOUSLY UNPUBLISHED HISTORICAL FACTS AND MATERIALS.
VOLUME 2 includes rolling stock data and photos, station listing and structure photos, accident reports, track profile, timetable reprint, final rosters of employees, complete 2-volume index, and MUCH MORE!
Wyoming residents add 5% tax
Sorry, NO CREDIT CARD ORDERS
Postpaid USA/CANADA ONLY
Overseas postage EACH TITLE add $6 surface or $18 Air Mail.
Order From: Challenger Press
P.O. Box 28
Cheyenne, WY 82003-0028

UP potash train OETPD, Fish Lake, Washington; April 30, 1998; two photos by Bruce Kelly

REMEMBER MARSHALL CANYON, the eastern Washington railfanning hotspot we explored in the September 1997 RAILFAN & RAILROAD? It's now even better thanks to a new, paved recreation trail that's been developed on a segment of the former Spokane, Portland & Seattle High Line. Washington state owns 132 miles of the ex-SP&S from Fish Lake to just outside Pasco and maintains the right-of-way as a public recreation trail, complete with five tunnels and five immense trestles. Most of the trail is currently just a strip of crushed ballast, suitable for walking or horseback riding but not very conducive to bikes or rollerblades. However, around the time that R&R's Marshall Canyon feature was published, the city of Cheney utilized federal money to pave 3½ miles of the High Line roadbed between Fish Lake and South Cheney. As a result, some of the canyon's more interesting locations, which used to require off-road driving and/or hiking across difficult terrain, can now be accessed easily by the general public, including less-agile railfans, railfans in wheelchairs, and even former R&R editors who bring their kids along in a stroller or wagon!

The starting point of the paved trail is at Fish Lake (see the map on page 35, September '97 R&R), a named railroad point hidden behind the small fishing resort of Fish Lake. Turn east off Cheney-Spokane Road where you see the old steam shovel on display. There's a paved parking area and restrooms right on top of the former SP&S grade, and within a few feet of Union Pacific's Spokane-to-Hinkle "Washy Line" main. Fish Lake is where UP trains enter and leave BNSF trackage for access to and from Spokane.

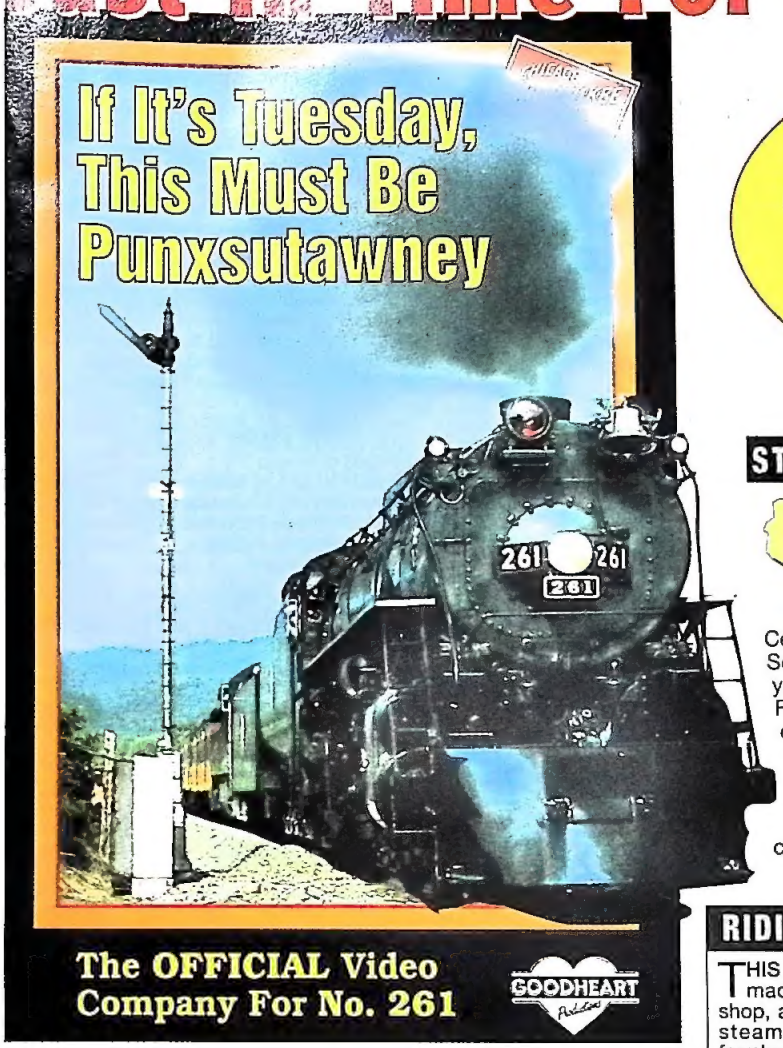
From Fish Lake south, the new trail closely parallels the UP for 2½ miles, with the UP climbing higher in elevation as you go. Less than a mile into it, the trail and the UP both pass under the bridge carrying BNSF's ex-NP main line (a nice over-and-under shot, **below**), and another mile beyond that the trail ducks under the UP. From there, you can walk, bike, or skate through the famous "Cheney Cut," (an SP&S landmark that's identified on USGS topographic maps) before reaching the end of pavement near old South Cheney station.

The paving of the Fish Lake-South Cheney trail couldn't have come at a better time, since there's now more traffic in Marshall Canyon than during R&R's last visit. UP in particular has nearly doubled its number of trains by adding potash trains — southbound loads and northbound empties — that are currently passing through almost daily (**above**), along with various UP extras. Of course, BNSF still rules the show with some 40 to 50 trains a day through the canyon.

Be sure to program your scanner for BNSF frequencies 161.250 (AAR 76) and 161.160 (AAR 70), as well as UP's 160.740 (AAR 42). And do bring along snacks and plenty to drink. Even with the pine trees providing a shady escape from the mid-day sun, that layer of asphalt which now covers the SP&S grade, combined with all that black volcanic rock, can make this stretch of Marshall Canyon a surprisingly hot and dry place to watch and photograph trains — *BRUCE KELLY.*

BNSF train MSPOPAS passing over UP's Spokane-Hinkle main and SP&S "rails-to-trails"; April 21, 1998

Just In Time For Christmas!



Three New Tapes And A Book

STEAM ON THE WISCONSIN CENTRAL

AT LAST! A Soo Line steam locomotive goes into action on one-time Soo Line track. When Soo Line 2-8-2 No. 1003 left Duluth in August 1997, it not only entered familiar territory, but highlighted the great new steam tradition on the Wisconsin Central, the regional railroad that purchased much of the Soo Line route in 1987. Goodheart cameras now bring you this rich tapestry of steam on the WC, beginning with Frisco 4-8-2 No. 1522 storming famous Byron Hill, encompassing Milwaukee Road 4-8-4 No. 261 on long passenger trains from Chicago to Fond du Lac, featuring Northern Pacific No. 328 on tourist trains and No. 1003 pulling freight and passenger trains (including over the St. Croix River high bridge), and culminating with 328 and 1003 doubleheading. 46 minutes, **$29.95**

RIDING THE RAILS OF THE OHIO CENTRAL

THIS 24-MINUTE value priced tape ($14.95) was made at the behest of the Ohio Central gift shop, and provides a panoramic view of the OC's steam tourist operation through the Amish farmlands of the "little Switzerland" countryside at Sugar Creek. This souvenir video has musical accompaniment that often overlays the steam sounds, but nevertheless offers magnificent views of ex-Canadian National 4-6-0 No. 1551, ex-Buffalo Creek & Gauley 2-8-0 No. 13, and former Canadian Pacific 4-6-2 No. 1293. Here's a tape of definite historical significance, as Ohio Central has announced suspension of the successful tourist operation to concentrate on its freight business. **$14.95**

IF IT'S TUESDAY, THIS MUST BE PUNXSUTAWNEY

MANY OF US have watched restored steam locomotives in action and have even ridden steam excursions, but do we really know what it takes to keep a giant steam engine on the move in the diesel age? Here's a unique tape that blends the quality runbys you've come to expect from Goodheart with behind-the-scenes views of the fascinating work of crew members as they move Milwaukee Road 4-8-4 No. 261 on a five-state run from Scranton, Pa., to Chicago, after spending a year at Steamtown. Ride the coaches, experience the crew car, and join the engineer in the cab at 60 mph in this day-and-night saga of moving a 420-ton steel monster and its train over 600 miles. 56 minutes, **$29.95**

WHY SO MANY ARE HOOTING ABOUT HOOTERS!

IN LESS THAN a year since its release, our tape HOOTERS ON BLUE RIDGE has already been called a classic by many satisfied customers. Why? It is 16mm color film masterfully converted to video with the latest digital equipment. Even more important, much of the 40-minute program has high-fidelity stereo sound effects that were recorded as the film was rolling and the wheels churning. Here's the full-impact glory of the Y6 2-8-8-2's, Class A 2-6-6-4's, and J-class 4-8-4's on the Blue Ridge, Christiansburg, and Bluefield grades. Even if you're not a Norfolk & Western fan, you'll love this special 1950's-era video just for its matched stereo sound to film. **$29.95**

. . . and A Book "THE RED DEVIL"

THE RED DEVIL **and Other Tales From The Age of Steam** by David Wardale — How Appropriate that we close out the century that saw the transition from steam to diesel with the eagerly awaited chronicles of David Wardale, one of only a few men who didn't give up on steam, but fought to demonstrate its equality if not superiority to diesels. Here's the full story of the famous Red Devil 4-8-4 conversion project in South Africa, the 614T testing program in West Virginia, and the stillborn effort to create a super 2-10-2 in China. Here's the background, the theory, the politics, and the intrigue of building the next generation steam locomotive, but most of all, here's a wealth of technical details. 588 pgs, 70 color photos of a technical nature. **$59.95**

GOODHEART PRODUCTIONS
P.O. Box 47131-R · Chicago, IL 60647
WRITE OR CALL FOR OUR FREE CATALOG

Order Phone **1-800-482-1522**

Illinois residents add 8.75% sales tax.
$4.00 shipping 1st item, $1.00 each additional item. Canadian orders add $1.00 extra for postage. International customers please add $10.00 per item.

email us at:
RonsBooks@aol.com
now on line -
Ron's website!

Ron's Books

celebrating our 10th anniversary

YOUR ONE STOP BOOK AND VIDEO SHOP

P.O. BOX 714, HARRISON, NY 10528
(914)967-7541 11AM to 10PM EST; FAX (914)967-7492 24HR
web site: http://members.tripod.com/~ronsbooks/ronweb.htm

Discount Prices & Never a Shipping Charge within the U.S.

SOUTHERN CONNECTICUT MODEL TRAIN & RAILROAD ARTIFACT SHOW and SALE
Sunday, Dec. 13, 1998 9:00 a.m. to 4:00 p.m.
Staples High School, Field House
70 North Avenue, Westport, Connecticut
All Gauges-Operating Layouots-Over 300 Tables
Adults $5.00 Children under 12 Free
For Information call: (914)967-7541

Alabama Railroads	36.00
Alcos to Allentown	27.00
Allegheny Lima's Finest	45.00
American Streamliners Pre-War Years	40.50
American Steam Locomotive (Solomon)	27.00
Anthracite Country Color	18.00
Anthracite Rebirth	49.50
Balt.& Ohio RR Stations & Towers-Niagara Div	18.00
Baltimore & Ohio Trackside w/ Willis McCaleb	40.00
B&O Cabooses Vol 1 The Diagrams (Jones)	25.00
B&O Pass. Service V1 (1945-71) Nat. Ltd.	22.50
B&O Pass. Service V2 (1945-71) Cap. Ltd.	24.50
B&O Railroad Diesel Locomotive Roster	27.00
Black Gold & Black Diamonds PRR Dieselization	40.50
Boston & Albany NYC in N. England V1or 2 ea	45.00
Boston & Maine - Three Colorful Decades	54.00
BNSF 1996 Motive Power Annual	40.50
Burl. Nort. & Santa Fe RR in 1996 (Dorin)	44.00
The Butte Short Line - No. Pac.Const. Era	18.00
Cabins Crummies & Hacks V5 Northern N. Amer	30.50
Cabooses of the Missouri Pacific Lines	67.50
Chesapeake & Ohio Coal & Color	36.00
Chicago Great West. Color Guide Frt & Pass Equip	40.00
Classic American Streamliners	27.00
Classic Diesels of the South	24.25
Cleveland's Transit Vehicles	40.50
Comp. Guide to Industrial Locomotives 2nd Ed	21.00
Conrail The Final Years	45.00
Covered Wagon Mystique	30.00
C&O Color Guide to Frt. & Pass. Cars	40.00
Delaware & Hudson H/C 63.00 S/C	31.50
Diesel Data #8	18.00
Diesels to Park Avenue (FL9) H/C 40.00 S/C	32.50
Domeliners (Zimmerman)	45.00
Erie Railroad Bradford Branch	22.50
Erie Railroad Trackside (Color)	40.00
Ghost Railroads in Kansas	18.00
Great Gorge Route	22.00
The Heart of the Reading RR: Reading, Pa.	23.50
Hedley Doyle Stepless Streetcar	20.00
Hidden Treasure- Ohio River & Western	40.50
Illinois Terminal in Color Vol 1	40.00

OLDIES BUT GOODIES (Limited Quantities)

All Aboard Amtrak	45.00
B&O Great Photos	36.00
Brooklyn's Waterfront Railways	22.50
Burlington Northern - Santa Fe Annual 1994	40.50
Channel Tunnel Trains	36.00
Chicago & Northwestern- Mil. Rd Pictorial	27.00
Coming of the NY and Harlem RR	40.00
Conrail Commodities	45.00
Impossible Challenge II	58.50
Gilpin Gold Tram	25.00
Horse Trails to Regional Rails-Cleveland	44.00
Milwaukee Road Photo Archive	27.00
Rail Lines of Southern New England	21.00
Railroad Mergers	63.00
Red Electric - SP Oregon	35.50
Rolling Dreams - Pacific Northwest	35.00
Santa Fe Furn & Auto Boxcars	40.00
Santa Fe Painting & Lettering	27.00
Skyline Limited (Kaslo & Slocan)	45.00
Trains of America	40.50
Those Pullman Blues - Oral History	26.00
Trail of the Blue Comet	63.00
UP Salt Lake Route	54.00
Wilmington & Columbia Division-Reading	22.00

"WHATS NEW?"

Alco Official Color Photography (Appel)	40.00
Alco Reference #1 Builders Photos	27.00
ATSF 1980 Car Lettering Guide	14.50
Berkshires of the Nickel Plate Road	25.00
The Big Guys (Olmsted)	34.25
Brooklyn Rapid Transit in Queens	27.00
Burlington Route Across the Heartland	17.00
BNSF 1997 Motive Power Annual (Shippen)	45.00
BNSF 1997 Motive Power Review	31.50
Chesapeake & Ohio Color Pictorial	45.00
Classic Locos Vol 4 RS3 (Plant)	36.00
CNW Cowboy Line	18.00
Dining by Rail (soft cover)	17.00
Ghost Railroads of Indiana	45.00
Ghost Railroads of Kentucky	45.00
Ghost Railroads of Tennessee	54.00
Grande Mountains - Robb	32.00
The Great Northern Color Pictorial Vol. 5	58.50
Great Northern Photo Archive Volume 2	27.00
HOn30 Locomotive Handbook	25.00
Lehigh Valley Memories	18.00
Locomotive Cyclopedia H/C	54.00
Moonlight in Duneland	45.00
NEB&W Update II	27.00
New Haven Railroad Along the Shore Line	17.00
New Haven Railroad in the Streamline Era	31.00
New Haven Trackside with Thomas J. McNamara	40.00
Nickel Plate Publicity Photos Vol 2	24.00
Nickel Plate Road Diesel Locos (Holland)	25.00
N&W Coal Cars	27.00
Northern Pacific Color Pictorial Vol. 3	45.00
RGS Volume 7	65.00
Sacramento Northern	36.00
Santa Fe - All the Way Vol. 1 - Marvel	40.00
Santa Fe Painting and Lettering Guide	27.00
Santa Fe Route: RRs of Arizona Vol 4	58.50
Shay-The Supplement-Update to The Shay Locomotive Titan of the Timber	23.50
Southern Pacific Rails-Motive Power Finale	36.00
Spokane, Portland & Seattle Color Pictorial	45.00
The TGV Handbook	22.00
Thoroughbreds	58.50
Trackside in the Albany, N.Y. Gateway 1949-1974	40.00
West Virginia Narrow Gauge	26.00
World Gazetteer North America Part 4	25.00

ALL Greenberg Books at Discounted Prices.

In Search of Steam Donkeys- H/C	49.50
The Interborough Fleet	33.25
Lackawanna - Superpower RR of the Northeast	25.00
Lehigh Valley RR East of Mauch Chunk	45.00
Lines West - Great Northern	49.50
Locomotive Facilities/Engine Terminals S/C	26.50
Logging Railroads of Alabama	54.00
Louisiana & Arkansas Railroad	43.50
Louisville & Nashville Diesel Locos	26.00
Maine Central in Color (Plant & Melvin)	40.00
Manhattan Gateway	40.50
Moffat! RG-SP-UP West of Denver	37.75
Montana Railroad	20.00
Montour Railroad (Hardcover)	45.00
MR's Guide to Intermodal Equipment	15.00
NEB&W Guide to Scenery Structures & Details	45.00
NEB&W Update I Painting	18.00
Nickel Plate Road Pass. Service Postwar Years	24.50
1930 Loco Cyclopedia - Reprint	68.00
New Haven Power (Swanberg)	72.00
NY Transit Memories	16.00
NYO&W & the Dairy Industry in Central N.Y.	56.25
Nickel Plate Road 1943-1952 Vol 1 (Corns)	23.25
N&W's Shenandoah Valley Line	45.00
Northern Pacific Part 3 Classic Steam Era	54.00
The Northwestern	45.00
Official Ry Equip. Register - 1953 Reprint	53.00
PA: Alco's Glamour Girl - Color	45.00
Pacific Northwest RRs of McGee & Nixon	54.00

RON'S V
We carry videos from A
Smiley, Clearblock, Trains
Mark I, Paul Samuels, Sunset
100's of titles in stoc

Pennsy Golden Triangle	22.00
PRR Color History	18.00
PRR Triumph 1 Altoona to Pitcairn	58.50
Powder River Coal Trains	27.00
Pullman Paint & Lettering Notebook	22.50
Pull. Std. Lib.V7,8,9,10,11,12,13,14,15or16 ea.	36.00
Railroads of the Adirondacks (Kudish)	49.50
Railroad Atlas of N.A. Pacific Northwest	22.00
Railroad Atlas of No. America- CA&NV, NE,GLW, GLE, CO&UT, AZ&NM, Appl. & Pied.	22.00
Railroads of Indiana	45.00
Railroad - What it is, What it does	30.00
Railroad Stations in Arkansas	27.00
Railway Prototype Cyclopedia Vol 2	19.00
Reading Company in Color	40.00
Route of the Rockets	49.50
Rutland Road H/C 63.00 S/C	31.50
Sawmill Modeling (1850-1960)	20.00
Seaboard Airline Color Guide to Frt & Pass Equip	40.00
Soo Line 1975-1992 Photo Archive	27.00
Southern Pacific Baldwin 2-10-2 Pictorial	22.50
Southern Pacific Oregon Division	54.00
SP&S Color Guide to Frt. & Pass. Cars	40.00
The Subway	27.00
Subway Cars of the BMT (Greller)	31.50
Tanana Valley Railroad Gold Dust Line (Deely)	45.00
Texas & Pacific Color Pictorial	45.00
Texas & Pacific Railway Operations	27.00
Third Ave. Railway System in Manhattan	25.25
Tracks of the New York Subway	29.00
Trainmaster	27.00
Train Wrecks	18.00
Trains We Remember (Passenger - Wayner)	24.50
Tremont Street Subway Boston	15.00
Union Pacific Locomotive Directory 1998	18.00
Union Pacific RR Painting Guide 1903-30 S/C	25.00
Union Pacific Trackside with Lou Schmitz	40.00
Vancouver Island Railroads	31.50
Walt Disney Story	54.00
Western Pacific Locos & Cars (Dorin)	23.00
Winston Salem	22.50
Wisconsin Central Photo Archive 1987-96	27.00
Wisconsin Central Ry 1811-1909 Photo Archive	27.00

RON'S COLLECTOR'S CORNER

Apex of the Atlantics	75.00
Century of SP Steam Locos (Dunscomb)	125.00
Colorado's Lonliest Road:San Luis Southern	65.00
Colorado Rail Annual #14	75.00
Denver South Park & Pacific-Memorial Ed	125.00
Diesels from Eddystone - softcover	30.00
Geared Locos of Dunkirk	45.00
Golden Rails (Kratville)	275.00
Grand Central (Middleton)	85.00
History of the St. Louis Car Company	55.00
Kansas City Southern (Lynch)	125.00
More Classic Trains	80.00
The Mountains (Farrell)	135.00
New England Country Depots	175.00
Pennsylvania Reading Seashore Lines S/C	45.00
The Peoples Railway	60.00
Rails Across the Midlands	40.00
Reading's Victorian Stations	175.00
Red Arrow - Original	125.00
Riding the Limited Locomotive	35.00
Some Classic Trains	115.00
Sugar Tramp	150.00
Switzerland Trail in America	135.00
Union Pacific Annual 1977-1980 (Cockle)	85.00
Vermont's Covered Bridge Road	100.00

Send $2.00 for latest list of books and videos. List no charge with purchase. All orders must be paid in U.S. funds. NY residents please add correct sales tax. Print your name, address and phone number. Credit card users add card number and expiration date. allow 4 weeks for delivery. For delivery outside of USA please add $4.00 per book or tape. Make checks payable to Ron's Books. Only inquiries which include a SASE will be answered. Prices subject to change.

WE BUY COLLECTIONS

FANMAIL

Fast freights?

I have just finished the October 1998 RAILFAN & RAILROAD and enjoyed it very much. I do have a complaint, however, with the characterization of Wisconsin Central's Twin Ports-to-Chicago trains as "fast" and as "hotshots." As I calculate, covering 455 miles in "less than 24 hours" is a little less than 19 miles an hour. No one outside the railroad industry, or us railfans, would consider that to be fast. A truck going 55 (and they do not hold to that speed) would cover 455 miles in a little over eight hours. Even if you add an hour for refueling, a slow meal and flirting with the waitress it only comes to nine hours.

Railroads used to do much better. In the same issue, the 1936 story "Buried Alive" talks about 110 miles in two hours and twelve minutes (around 49 miles per hour average) and that is ". . . with three regular stops, a few flag stops and several speed restrictions." Now I know that that was a passenger train but it was also with a lot lower horsepower steam engine and on a lot lighter rail with mid-1930s signaling and communications.

I like the WC, and I know that the management understands the value of rapid service. The engines they are ordering for their English, Welsh & Scottish subsidiary (page 60 of the same issue) are geared for 75 and 125 m.p.h. speeds. So praise the WC for good people, innovative service and a willingness to expand outside of traditional management approaches but, please, don't call 19 miles an hour fast, hotshot service.

RICHARD IZEN
Tucson, Ariz.

Truman and Xenia

What a wonderful article in the November '98 R&R by Bob Withers about President Truman and his travels by rail. Reading it was a bitter-sweet experience, though, especially the part about the run east from St. Louis over the Pennsy behind the big Baldwin BP60s.

Harry and the *Magellan* couldn't make that trip today, of course, as not a trace of the PRR remains between Indianapolis and Columbus, Ohio. In its infinite stupidity, Conrail pulled up both the passenger main via Dayton and the mostly freight route through Greenville and Bradford.

Here in Xenia, on the Dayton line, Pennsy iron radiated in every direction. Today, if you drive out Route 42 toward Columbus, you find yourself running alongside the abandoned PRR double-track main. When I go that way, I often glance over toward the right and, in my mind's eye, I see double-headed K-4s racing past my small car, laying a blanket of soft coal smoke and cinders over a long, dark red streamliner. I see clerks sorting mail in the Railway Post Office, waiters serving meals in the diner and relaxing travelers looking over at me through the curved windows of the gracefully tapered observation with the illuminated keystone on its tail. Then the great train vanishes into the east and I am alone again.

But not for long. Look now, here comes a westbound, a long mail and express, going like blazes behind a pair of roaring M-1 4-8-2's. Did you get a car count? I made at least 26, including 2 working RPO's and a pair of rider coaches bring up the rear. Back in Dayton I'll bet the station platform is already lined with carts piled high with parcels and bulging mail sacks, waiting for the Pennsy to forward them west.

All of this is gone now. Xenia has not heard a train coming through in almost a

★ A NEW VIDEO RELEASE FROM PLETS EXPRESS! ★

Trains of the
ELGIN JOLIET & EASTERN

A System Wide Look at the "J" & Connecting Railroads

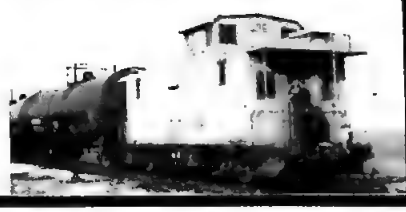
Affectionately known as the "J" the Elgin Joliet & Eastern forms a huge 170-mile arc around the city of Chicago. Starting at Joliet you'll see mainline freights and unit trains working Northeast to Waukegon and southeast to Gary. In Joliet, SW1200 switchers and ex-Missabe SDM's are busy working the large yard. A few locals are seen going south over the river line to East Morris and these trains even operate with a caboose! Plus many historic structures still remain on the "J" as we travel by a total of 15 towers, depots and shops. The EJ&E also crosses every major railroad in to Chicago - 16 in all!

APPROXIMATELY 90 MINUTES • BEAUTIFUL COLOR • LIVE AUDIO & NARRATION

SPECIAL INTRODUCTORY OFFER!
Only $33.95 REGULAR PRICE $38.95
OFFER EXPIRES 12/31/98

SHIPPING & HANDLING: USA $4, CANADA $5
WISCONSIN RESIDENTS ADD 5% SALES TAX

PLETS EXPRESS
PO BOX 217 • ALTOONA, WI 54720 • 715-833-8899



RBH
Raritan Bay Hobbies
P.O. Box 4231
Metuchen, N.J. 08840
732-494-2932

"BLIZZARD OF SAVINGS!"

Your choice, two or more Morning Sun Color Guides to Freight & Passenger Cars for $33.95 each. Call for list.

Classic Diesels Vol. 4 Alco RS-3's	28.95
Conrail Commodities	34.95
Diesels to Park Avenue	30.95
Domeliners	34.95
East Broad Top - Slim Gauge Survivor	34.45
IC Monday Morning Rails	34.95
Lehigh Valley-East of Mauch Chunk	34.95
SP Rails Motive Power Review	28.95
Twilight of the Great Trains	34.95

SALE ENDS ON JANUARY 6, 1999.

BOOK LISTINGS

ALCo Official Color Photos	35.45
Alcos to Allentown	23.95
Anthracite Country Color	19.95
B&M - Three Decades of Railroading	47.95
B&O Cabooses Vol. 1	21.45
B&O Trackside	35.45
Berkshires of the NKP (Due ???)	21.45
Boston & Albany Vol 1 or 2	each 39.95
Burlington Across the Heartland	14.95
CF7 Locos	19.95
CGW in Color	35.45
C.R.M. #23 Sante Fe Intermountain West	39.95
Colorful Look at Conrail SD40 & SD40-2's	19.95
Colorful Look at CNW	19.95
DL&W in the 20th Century Vol. 1	38.95
EMD's GP20 & SD24 (Due ???)	23.95
Erie Trackside	35.45
Ghost Railroads of Indiana	39.95
Ghost Railroads of Kentucky	39.95
Ghost Railroads of Tennessee	39.95
Ghost Train (Due ???)	11.95
Grande Mountains	27.45
Hidden Treasure Ohio River & Western	35.95
History of the Carolina & Northwestern	39.95
History of the Georgia Railroad	39.95
History of Railroading in West North Carolina	39.95
Illinois Terminal in Color	35.45
Lackawanna Superpower RR of the Northeast	21.45
Lehigh Valley Memories	15.95
Maine Central in Color	35.45
Many More Mountains Vol. 3 (Silverton)	30.95
MDC Shay Handbook	13.95
Milwaukee Road in Color Vol. 1, 2, 3	each 35.45
Mine & Milling Modeling	9.95
N&W Shenandoah Valley Line	39.95
New Haven Along the Shoreline	14.95
New Haven RR: Streamline Era	26.95
New Haven Trackside	35.45
Northern Pacific Railway Of Magee & Nixon	39.95
NP Classic Steam Era	47.95
NS Loco Directory 1998 s/c (Due late '98)	11.95
NYC Trackside	35.45
Pacific Coast Railway	39.95
Pennsylvania's Trolleys in Color Vol. 1, 2	each 35.45
PRR: Black Gold/Diamonds	35.95
PRR Diesels - 4 Baldwin Cabs and Transfer	13.45
PTC Rails	17.45
RGS Story Vol. 3-7	each 55.45
Railroad Atlas Vol 2-8	each 18.95
Railroad That Lighted Southern California	27.95
Railroads in the Woods	31.95
Railroads of Indiana	39.95
Rails to the Minarets	23.95
Reading in Color	35.45
Santa Fe All The Way Vol. 1	35.45
Santa Fe Car Lettering Guide - 1980's	11.95
Santa Fe Diesels Vol. 1	43.95
Santa Fe Diesels Vol. 2	47.95
Sawmills	17.45
Scenes Along The Anthracite Region Pt 2	31.95
Scenes Along The Anthracite Region Pt 1	19.95
They Felled the Redwoods	27.95
Thunder in the Mountains	27.95
Trackside-Albany, N.Y. Gateway	35.45
Trains, Trolleys & Transit (Due late '98)	23.95
Two Foot Guide Vol 8 Industries Part 2	21.95
UP Trackside	35.45
Western Pacific Locomotives & Cars	19.95
Willamette Locomotive	31.95
Whistles Blow No More	23.95
White Pass & Yukon	7.95

100's more titles available

FAX YOUR ORDER VIA
OUR COMMON PHONE NUMBER

Master Card and VISA accepted. Shipping on U.S. orders add $3.50 for the first title, $1.00 for each additional title up to a maximum of $6.50 per shipment. Foreign orders welcome, postage at cost. NJ residents add 6% sales tax. FAX/Phone orders accepted with full credit card information. Send a large self addressed, stamped envelope for complete book listing. Prices supersede prior prices.

EVERYTHING YOU WANT TO KNOW ABOUT
RAILROADING
BUT WERE ALWAYS AFRAID TO ASK

A New ZULEKA Video Program On The Nuts And Bolts Of Railroading

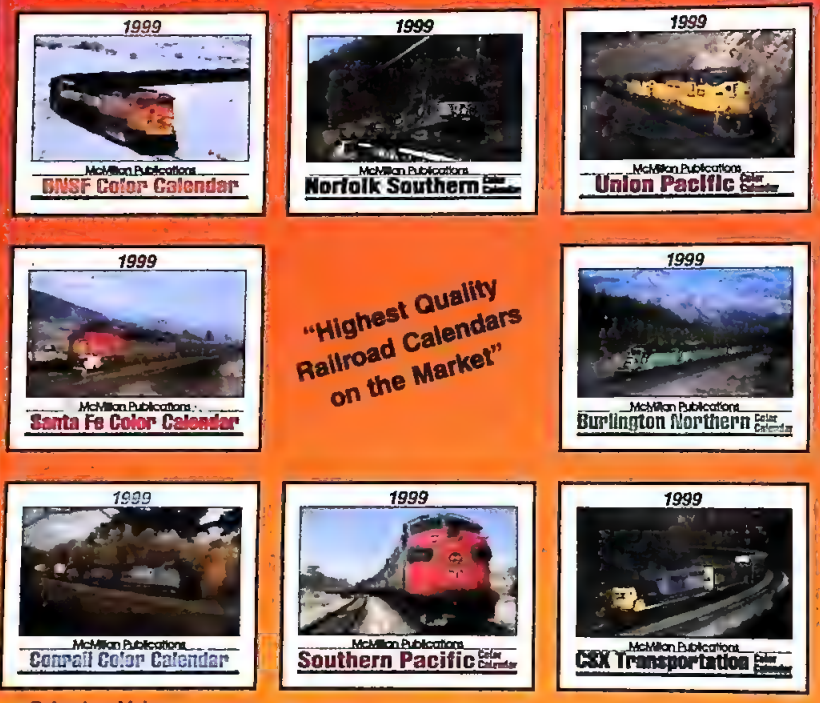
- Discover that your A-end is not your B-End, and why it's not.
- Learn the language of railroad hand signals; how and why they are used.
- Amaze your friends by knowing how to drop, kick, turn and runaround.
- See why a plug, a bighole, and wipe the clock are all emergency applications.
- Find out, now, at last, how train crews get the railroad's work done on a daily basis.

45 minutes, Color, Sound, Narration, Giggles. **$29.95** Add $3 shipping, TX Res add 8% Tax.

ZULEKA PRODUCTIONS

PO Box 1784, Glen Rose, Texas, 76043 Free shipping on telephone orders 1-254-897-3215

8 Great Color Calendars
for 1999 from McMillan Publications



"Highest Quality Railroad Calendars on the Market"

Calendars Make Great Gifts

$12.95 Single Copy Price

Order Several for Friends and Relatives

Shipping and Handling: U.S. Customers $4.50 per order
Canadian and foreign: $6.00 for first calendar; $2.00 for each additional

Printed in the USA

Special Offer: order additional calendars and save!
Buy two for $23.95; three for $34.95; four or more $11.50 each
Note: Offer valid for any mix of calendars only if ordered at one time and shipped to a single address

Each calendar opens to 14 x 22 inches and features 14 color photos

U.S. and Canadian Credit Card Holders Order Toll Free **1-800-344-1106**
• MasterCard • Visa • Discover • American Express

Colorado residents add 7-1/2% tax

Order now from:
McMillan Publications, Inc.
9968 West 70th Place
Arvada, Colorado 80004-1622
Information: (303) 456-4564
24-hour Fax (303) 456-2049
Email: FP45@AOL.com

dozen years. All the P[illegible]es hereabouts have been ed ov[illegible] bicycle paths. Where once [illegible]ngers c[illegible] comfort at 80 per, now [illegible]ched-o[illegible]ares in bizarre Spandex [illegible]dle furo[illegible], totally unaware of the magnificent ve[illegible]s which thundered down these trails be[illegible] them. I find all of this unspeakably sad[illegible]nd hope I live long enough to see this foolish country re-discover the railroad and stop squandering resources so pathetically on a wasteful, often destructive interstate highway system.

Well, must go now. No.30 is whistling in from the west. If I leave right now I can just make it to Main Street when the K-4s hit the crossing. The *Spirit* had one of those rakish T-1s yesterday, but that's definitely a K calling tonight, doubtless running in tandem with a sister. Rumors abound that diesels are just around the bend, so I'd better get down there and savor the double-headers while I can.

So long. See you at trackside.

Jim Tighe
Xenia, Ohio

Lunatic engineer

Immediately after receiving my copy of November '98 R&R I anxiously scanned the article "The Truman Campaign Train of 1948" to see if it included the incident involving Dewey's Campaign Special at Beaucoup, Illinois. After 50 years, whenever old L&N St. Louis Sub men get together, sooner or later someone will relate this story. They always conclude that Tom Dewey's slip calling engineer Tindle a "lunatic" was the one event that handed Harry Truman the labor vote.

Bill Grayson
Evansville, Ill.

U.S. Gypsum 104

I just wanted to clear up a fact about a slide of mine you published in the October '98 issue. You reported that U.S. Gypsum No.104 had arrived recently to the Alabaster facility, when in fact it has been working there for some time. The 104 is the last locomotive operating at Alabaster. At one time there was a thriving quarry railroad that slowly gave way to large dump trucks. One by one the fleet of locomotives left Alabaster until the 104 was the only one left. Today the unit is used to switch cars between the crusher building and the interchange with the Lake State Railway. There are no tracks to the quarry anymore. I apologize for any misperception that this may have been a new unit for U.S.G. Alabaster.

Paul J. Cameron
Bay City, Mich.

The engineer's seat

I was pleased to see "Impact at 50 Per" by brother Tom Dressler in the November '98 R&R. I am a retired Contrail locomotive engineer and member of the Brotherhood of Locomotive Engineers Division 421, plus a 50-some year member of the National Railway Historical Society.

Brother Dressler faced many problems, as all locomotive engineers do while on duty, with many split second decisions to be made. Young automobile drivers tend to be a significant problem and, with a faster pace in life, they seem to not bother to look out for highway grade crossings.

William L. Reddy
Centerville, N.Y.

SUPER HOLIDAY SELECTION

including Great New Videos & Specials

Chased by a Steam Train Volume 1, A Passenger Train in the Rockies

A mesmerizing and unique journey on the Cumbres & Toltec RR from Chama,NM to Cumbres,CO as we charter 2 trains, using the first as a camera platform to record the replicated 4 coach Rio Grande *San Juan* behind us. You'll learn about the railroad, and see the train nearly the entire trip up the 4% grade with 2-8-2 K36 #484. Rocky Mountain scenery is ever changing as you watch 484 chase you from behind. We put you in front of the train in this rare video that you cannot find from any other producer. Great Party Tape!

90 Min. $ 24.95

Chased by a Steam Train, Volume 2 A Freight Train in the Rockies

Engine 484 makes an encore performance with a maximum 10 car freight on the 4% grade from Chama to Cumbres (10,000 Ft. El). Engine 484 is captivating as it operates close to our camera, and snakes through each winding curve on this scenic railroad. Shot on Betacam-SP as is Volume One. Rare video concept that is unusual viewing. *90 Min. $ 24.95*

SPECIAL: Purchase both Chased by a Steam Train Volumes 1 and 2 at the same time and save $ 5.00. Remarkable viewing. Only $ 44.95 + S&H

Scenic Trains of BC Rail

Take a journey to see the British Columbia Railway, one of the most beautiful rail lines in the world. You'll enjoy long freight trains with mid-train helpers, a mix of modern and old power, and watch the Pemberton Pushers aid a freight up 2% Birken Hill. Also rare RDC passenger trains are seen between Vancouver and Kelly Lake. If this isn't enough then we also show you the last Alco RS-18 switching in Squamish, plus the famous Royal Hudson steam excursion with 4-6-4 number 2860. There's also a cameo appearance by 2-8-0 #3716. Something for everyone. *60 Min. $ 29.95*

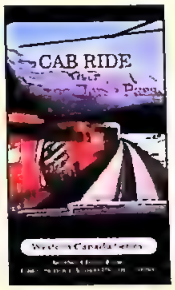
Santa's Challenger

The largest operating steam engine Union Pacific 4-6-6-4 No. 3985 travels to Kingsport, TN to operate the 50th Santa train on the CSX. You'll see gifts being thrown off the rear of the train in this Appalachian region. Also see plenty of Santa, and the big welcome in Kingsport. Kids and adults will enjoy this one. *65 Min. $ 24.95*

Union Pacific Steam Volumes 1 & 2

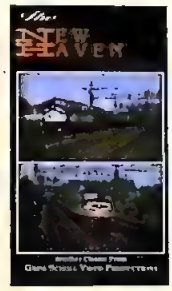
Three years in the making for Volume 1, with 2 runs up Sherman Hill of 3985, plus 8444 Oregon to WY and L.A. Cab ride both. 90 Min $39.95 Volume 2-First runs of new number 844, 4 days of freights and Director Train in *Omaha.* 60 Min $29.95

SPECIAL: Vol 1 & 2 for $64.95



Cab Ride Over Kicking Horse Pass

Experience a rare treat by riding in the cab (SD40F #9020) of a diesel freight train that climbs the famous Kicking Horse Pass. From Field to Lake Louise, including the 2 famous Spiral Tunnels. *77 Min. $29.95*



New Haven RR in The 1950's

Super 16mm film by Kent Cochrane of the various lines. See the last steamer #3016 on its last trip, plus 4-unit FA's on the Maybrook Line, DL109s & RS3s on the Highland Line with semaphores, RDCs, and even some electric action.

60 Min. $39.95

Choo Choo Christmas

Here's a nice holiday train video to get you in the mood for Christmas. Winter train scenes include freights, passengers, snowplows, and Santa Claus trains. Christmas music and live audio in this fast-paced video. (NTSC only)

30 Min. $ 14.95

Plow Extras

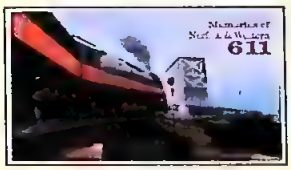
One of the most incredible sights you'll see is this rare video of CN and CP wedge plows at 30-40 MPH busting through snow drifts in Ontario. Alcos, and F-units are the power, and most lines are now gone. Also rare film clip of 1971 plow wreck is awesome.

45 Min. $39.95

FREE TAPE OFFER: Order videos that total $100.00 or more and get a free video as our gift. Order $200.00 or more and get a free video gift and a money saving certificate. This ad only! Must ask for it when ordering. Expires 3/1/99

FREE Gift Video offer!

See details in lower left corner.



Memories of Norfolk & Western 611

Here is our farewell to N&W 4-8-4 611 as we see trips over a 3-year timespan mainly from Cincinnati including the last excursion from Cincinnati, and the last run from Cincinnati to Portsmouth on a one-way trip to Columbus. You'll even see 611 on a freight train as it runs to Cincinnati. Many grades such as Erlanger Hill, 1.5% Batavia Hill, Seaman Hill, and 1.7% Peebles Hill make this a great selection of action with this most powerful 4-8-4. It's hard to believe she is once again stuffed and mounted but luckily we have live coverage of "The J" in better days. *60 Min. $ 29.95*

Santa Fe 3751 Los Angeles to Chicago

A 1992 transcontinental journey, that took 4-8-4 #3751 across the Santa Fe main line over 2300 miles. With two camera coverage you get to see some of the best locations, with great action as we covered many of the departures, and key places on the former Santa Fe. 3751 has not operated much since this phenomenal "employee" special, and Santa Fe as a separate entity is no longer in existence. Thus this epic journey is quite historic in more ways than one. Enjoy varied scenery from deserts to Mission-style depots along the route. *90 Min. $ 29.95*

MORE VIDEO FAVORITES

C&NW Mainline West (2 Tapes)	150 Min.	$49.95
Early Diesels	85 Min.	$34.95
All Aboard The Potomac Eagle	60 Min.	$19.95
A Day On Soldier Summit	30 Min.	$19.95
BN's Marias Pass	35 Min.	$19.95
F-Units Winter In Canada	60 Min.	$29.95
New Haven Mainlines	65 Min.	$39.95
CSX F-Units	60 Min.	$29.95
Arkansas Alcos	45 Min.	$24.95
Snow Plow With CN F7's	52 Min.	$39.95
Steam In The West	90 Min.	$29.95
Great Steam Trains (Vol. 1, 2, 3) Ea $29.95	Set	$74.95
NS Steam (Vol. 1, 2, Frgths) (each $29.95)	Set 3	$74.95
Frisco 1522	70 Min.	$29.95
American Steam-Vol. 1	85 Min.	$24.95
Rio Grande Steam Freights	2 Hrs.	$34.95
Steam Rotary	90 Min.	$39.95
Steam In Huntington	90 Min.	$29.95
2765 on the C&O	60 Min.	$29.95
L&N 152 Suspended in Time	60 Min.	$29.95
SP&S 700 Washington Steamfest	60 Min.	$29.95
German Narrow Gauge	60 Min.	$29.95

Shipping: US customers add $4.00 for 1-3 tapes, $5.00 for 4 or more total. Canadian customers $4.00 for first tape, then $1.00 each additional. All titles also available in PAL for overseas. Europe shipping $7.50 1st tape, $5.00 each additional,; rest of world $10.00 1st tape, $7.00 each additional. Ohio residents add 6% sales tax. All prices are for U.S. dollars. All tapes in color. **Visa, Mastercard, or checks accepted.** Full time business since 1984. Over 65 videos available. Newsletter free with orders or send $1.00 cash ($2.00 foreign). A leader in professional videos since 1984.

GREG SCHOLL VIDEO PRODUCTIONS

P.O. Box 123, Dept.RF1
BATAVIA, OHIO 45103
PHONE: 513-732-0660
FAX: 513-732-0666

Audio-Visual Designs
1964 • 35 YEARS • 1999
1999 ALL PENNSY CALENDAR
THE TRADITION CONTINUES

The 1999 All Pennsy Calendar is packed with steam, electric & diesels including K4, I-1, L-1s, GG1, E7s and MORE. Printed on pebble grain paper each 11x14 b&w photo is ideal for framing. Order the 16x22 calendar now for home, office and friends. $9.00 each plus S&H, back issues available. See your dealer or send for details.

RAILROAD CHRISTMAS CARDS

Send your Holiday Greetings with our full color Railroad Christmas cards. Order all one kind or an assortment. Cards fold to 4 1/2" x 6" and are furnished with envelopes.
15/$10.00 25/$16.25 50/$31.50 Larger Quantities Available
Many road names to choose from. Send for catalog.

RAILROAD POST CARDS

Audio-Visual Designs has been a leader in railroad post card images for 35 years. Our fine products are available at dealers nationwide. Or order direct. All items shipped post paid in USA. **FALL SPECIAL:** 50 RR post cards (our choice) for $12.00 FREE SHIPPING. Foreign customers add 20%. New York residents must add 8% sales tax.
We are also known for our fine custom post card work for your organization or business. Send for a catalog and ordering details or email us with your request **audio-visualdes@juno.com**
Dealer and contributor inquiries are always welcome.

Audio-Visual Designs
PO Box 977, Herkimer, NY 13350-0977
e-mail: audio-visualdes@juno.com

HI-IRON RAILROAD VIDEOS

VALLEY RAILROAD 1647
Valley Railroad's new TanShan SY Class 2-8-2 steam engine in its first season of operation. Line side and in the cab shots. Great steam action shot on professional 3/4 inch equipment. 37 Minutes. $29.95

STEAM SPECIAL
Return to the 1950's again! Ride in the cabs of Blue Mountain & Reading 2101 and Atlanta & West Point 290. UP 3985 through Dale Cut and Sherman Hill. Steamtown CP 2317 and CN 3254 double head to Binghamton, NY. 60 Minutes. $39.95

STEAM SPECIAL VOL. 2
Steam Special Vol. 2 will follow five steam engines. Southern Railway's green 2-8-2 4501. That will be followed by Norfolk and Western's 4-8-4, 611. Then we follow a double header with two Nickel Plate 2-8-4's 587 and 765. Then west for Sierra Railway's Shay #2. 44 Minutes $24.95

NEW YORK CROSS HARBOR RAILROAD
See the last railroad carfloat in operation in the City of New York. Vintage EMD and ALCO diesels in every day operation. Cross Harbor engines travel through the streets of Brooklyn to interchanges with Long Island Railroad and South Brooklyn Railway. 40 Minutes. $29.95

NEVADA NORTHERN PHOTOGRAPHERS SPECIAL!
On a weekend in November, 1996 the Nevada Nothern hosted a special event featuring steam locos #40 and #93,working both passenger and freight consists. Double-header action, multiple run-bys and dramatic scenes on both the Keystone Line and Hi-line. 60 Minutes. $29.95

THE TROLLEY TAPE
See single and double truck trolleys. Experience riding a 1922 New Orleans Perley Thomas Car. Also see a stepped 1924 observation car. Five trolley museums from New York to Colorado. Cars from Osgood Bradley, Brill, Thomas, Laconia and others. 50 Minutes. $39.95

TROLLEY TAPE VOL.2
Relive the vintage days of trolleys and interurbans. See cars from Brill, St. Louis Car Co., Pittsburgh Car Co., Third Ave. Railway, Wagonfabik Witzer. Peter Witt and PCC cars, closed and open summer cars, single and double truck cars and some of the most interesting trolley museums in America. 60 Minutes $39.95

PLUS $3.00 PER ORDER Shipping. NY RES. ADD 8.25% TAX.
http://www.hi-iron.com
send sase for catalog

DISCOVER
HI-IRON RAILROAD VIDEOS
PO BOX 155, MASPETH, NY 11378

TIMETABLE

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

SPENCER, NORTH CAROLINA, through December 31. North Carolina Railroad Station Exhibit at the N.C. Transportation Museum at Historic Spencer Shops. Photographs depict the history, adaptability and modern uses of stations. Admission is free. For more information call 704/636-2889.

PENNSYLVANIA TROLLEY MUSEUM (1 Museum Road, Washington, PA 15301-6133; 724/228-9256) is holding the following events. Admission is $5 adults, $4 seniors and $3 children. Contact the museum for more details.
December 4-5 and 11-12, Santa Trolley.
December 18-19 and 26-31, Trolleys and Toy Trains.

DURANGO, COLORADO, December 5. Mixed train on the Durango & Silverton Narrow Gauge Railroad with locomotive and all equipment authentically lettered Rio Grande sponsored by Rocky Mountain Railroad Club. Multiple photo runbys. For more information contact RMRRC, Trip Committee, P.O. Box 2391, Denver, CO 80201.

THE HOBO and WINNIPESAUKEE SCENIC RAILROADS, P.O. Box 9, Lincoln, NH 03251 (603/745-2135) is holding the following special events. Fares (adult/children) are as noted below. Most trips require reservations.
December 5,12 and 19, Christmas Dinner Trains from Tilton to Laconia; $22/$16.
December 5-6, 12-13 and 19-20, Santa Trains from Tilton and Laconia; $8/$8.
December 26-30, Family Holiday Trains from Lincoln; $8/$5.50.

BLUEWATER MICHIGAN CHAPTER NRHS, P.O. Box 296, Royal Oak, MI 48068-0296 (248/541-1000) is hosting the following excursions from the Detroit area. Write or call for a brochure.
December 5 and 12, Christmas Lights, all day excursion includes narrow gauge steam train ride, shopping, more; trip departs Dearborn on Dec. 5 and Royal Oak on Dec. 12; $64 adults, $54 children 12 and under.
February 6-8 and 13-15, Snow Train on the Algoma Central; all-inclusive excursion $325 double occupancy'; depart Dearborn or Royal Oak.

RINGOES, NEW JERSEY, December 5-6 and 12-13. Ride the *Santa Claus Express* on the Black River & Western Railroad. Fares $8 adults, kids 3-12 $4. For more information contact the BR&W, P.O. Box 200, Ringoes, NJ 08551; 908/782-9600.

WHIPPANY, NEW JERSEY, December 5-6 and 12-13. Santa Claus Specials at the Whippany Railway Museum. Trains depart hourly from noon-4pm for a 10-mile round trip. Tickets $7 adults, children under 12 $4, babes-in-arms free; reservations strongly recommended. Tickets/information from Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981; 973/887-8177; *www.interactive.net/~paultup/wrym.html.*

STRASBURG, PENNSYLVANIA, December 12. Home for the Holidays at the Railroad Museum of Pennsylvania. Meet engineers, ticket agents and passengers from the 1850s to the 1950s. Admission $6 adults, $5.50 seniors over 60, $4 kids 6-12, under 6 free, family $16. For more information contact the Railroad Museum of Pennsylvania, P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *frm@redrose.net.*

BOSTON, MASSACHUSETTS, December 12. *34th Street Express* from South Station to New York City via Amtrak. Optional side trips include Radio City Music Hall, South Street Seaport and the *U.S.S. Intrepid* Museum. Fares for train only are $65 adults, $50 kids 5-15, kids on lap free. For complete details contact the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009 or 617/361-4445.

CHATTANOOGA, TENNESSEE, December 12-13 and 19-20. *Dixie Land Specials* to the Gordon Lee Mansion in Chickamauga behind GP7L 1829. Fare $56, Pullman seating or office car charter available at higher cost. For information contact the Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 3742[illegible]-8028.

NASHVILLE, TENNESSEE, December [illegible] *Christmas* at the Tennessee Central Railw[illegible] operating layouts, locomotive and rolling stock displays, Santa in the caboose, more. Hou[illegible] 9am-4pm, Sunday 1pm-4pm. Admission $4, [illegible] $1. Information from Tennessee Central Railw[illegible] 220 Willow Street, Nashville, TN 37210-2159; 615/781-0262.

[illegible] of [illegible] with historical Saturday under 12 Museum,

CHICAGO, ILLINOIS, December 26-January 1. Ride to Baltimore via the *Capitol Limited.* For more information contact the 20th Century Railroad Club, 329 West 18th Street, Suite 902, Chicago, IL 60616; 312/829-4500.

CUMBERLAND, MARYLAND, January 15-16. Steam-powered photo freight on the Western Maryland Scenic featuring 2-8-0 734. Daytime trip Friday fare $80; Saturday trip sold out. Night photo train Friday night, fare $15 (very limited capacity, holders of Friday day tickets have priority). Call Carl Franz to check on trip availability at 301/942-6197.

PHILADELPHIA, PENNSYLVANIA, January 30. *Super Saturday Streetcar Special VI* sponsored by Wilmington Chapter NRHS covering portions of streetcar route 23 and more using a PCC car. Numerous photo stops. Tickets $30 from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860; information phone 973/383-3355 (9am-6pm).

BOSTON, MASSACHUSETTS, February 12-21. *Great American Snowtrain* covering over 5000 miles via Amtrak. Travel to Isaac Walton Inn in Montana, Mall of America in Minnesota, more. Transfers, lodging and all meals are included, fares start at $950 per person coach class (double occupancy). Information from Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009 or 617/361-4445.

WEST CHESTER, PENNSYLVANIA, March 20. Photographers' Special over the West Chester Railroad featuring Alco power. Numerous photo stops, after-dinner night photo session. Trip departs West Chester 12:30pm. Tickets $30 from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860; information phone 973/383-3355 (9am-6pm).

GREAT SLAVE LAKE RAIL TOUR will run April 2-11 to Canada's northern-most standard gauge rail point in Northwest Territories. Details to follow, for more information contact Henry Luna at 925/945-8938 weekdays.

INTERNATIONAL TOURS

TEFS RAILWAY TOURS LIMITED (189 Spring Beauty Drive, Lawrenceville, NJ 08648) is sponsoring a steam tour to Myanmar, **December 26-January 10,** with main line steam charters and scheduled branch line trains. Send a SSAE for details.

S&S TOURS (865 El Camino Real, Sierra Vista, AZ 85635; 800/499-5685; www.ss-tours.com) is sponsoring five trips through Mexico's Copper Canyon. Dates are **February 16-23, March 19-26, July 6-13, September 21-28** and **November 16-24.** Prices start at $1495. The February trip features railroad history with a visit to an operations yard, retired steam at a sugar plantation and a ride to Chihuahua City on the *Chihuahua al Pacifico.* Contact S&S for complete details.

RAILROADIANA MEETS

GREENBERG'S Great Train & Collectible Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.
December 5-6, Timonium, Md., State Fair Grounds.
December 5-6, San Mateo, Calif., County Expo Center.
December 12-13, Fort Washington, Pa., Expo Center.
January 2-3, Chantilly, Va., Capital Expo Center.
January 2-3, Pompano Beach, Fla., Broward Community College.
January 2-3, San Rafael, Cal., Marin Center.
January 9-10, Jacksonville, Fla., Greater Jacksonville Fairgrounds.
January 9-10, Columbus, Ohio, Franklin County Veterans Memorial.
January 9-10, Virginia Beach, Va., Pavilion.
January 16-17, Norcross, Ga., North Atlanta Trade Center.
January 16-17, Lebanon, Pa., Lebanon Valley Expo Center.
January 23-24, Upper Marlboro, Md., Show Place Arena.
January 23-24, Tampa, Fla., Florida State Fairgrounds.
January 30-31, Birmingham, Ala., Alabama State Fairgrounds.
January 30-31, Collinsville, Ill., Gateway Center.

Collectible Lanterns **New Book!**

Illustrated reference on railroad, fire, marine, carriage, barn, and other lanterns and signal lamps. Includes vintage catalog art, photographs, and patent drawings, plus 1997 collector price guide.
ISBN 0-89538-081-1 144pp $19.95

Collectible Dietz Lanterns & Price Guide
Illustrated 1917 catalog reprint, RR, Inspector, etc.
ISBN 0-89538-089-7 140pp $11.95

Now accepting VISA/MC, check or MO Add $3.25 shipping. Ohio only add 6-1/4% sales tax. E-mail: hiram press@aol.com

Hiram Press PO Box 1829 Hiram, OH 44234 (330) 569-7251

Adams & Westlake No. 39 Double Guard lantern, ca. 1907

Memories of
NORFOLK AND WESTERN
By Paul Carleton Power

This locomotive history of the N&W Railway has 352 photos in black & white and color. It is an all new hard cover book with 176 pages and is wholly made in the U.S.A.
Priced at: **$34.95, order from,**
D. CARLETON
P.O. Box 1827, Dunnellon, FL 34430

Rails 'N' Shafts

BOOKS

P.O. Box 300
(610) 261-0133

Laurys Station, PA 18059
Fax (610) 262-7962

BOOKS

Specializing in Books and Videos on Transportation and Industrial Subjects

Alcos to Allentown, Biery ---$23.95
All Aboard Amtrak, Schaeffer ---$39.95
American Shortline Guide, Lewis ---$19.95
Anthracite Color Country, Bernet ---$15.95
Anthracite Rebirth (R&N), Bednar ---$43.95
ACL: Diesel Locomotives, Calloway ---$39.95
Baldwin Locomotive Works, Brown ---$28.95
B&O Color Guide ---$38.95
B&O, Salomon, Oroszi, Ori
Vol 1: New York to Cumberland ---$35.49
Vol. 2: Cumberland to Chicago ---$35.49
B&O East End: Neck of the Bottle, Hollis, Roberts ---$39.95
B&O Passenger Service, Stegmaier
Vol 1: National Limited Route ---$19.95
Vol 2: Capitol Limited Route ---$21.59
B&O Sandpatch, Roberts ---$39.95
Black Gold, Black Diamonds: PRR, Hirsamaki ---$35.95
B&M in Color, Plant ---$38.95
Boston Depots & Terminals, Barrett ---$43.95
BN/SF 1994 or 1996 Annual ---$35.95
Burlington Color V1, Holck ---$39.95
C Lines, Sweetland ---$18.49
Canadian Pacific Color Guide ---$38.95

ALCO Reference #1
Over 200 b&w ALCO builders photos $23.95
RGS Story V7, Collman
Dolores to McPhee $57.59
CGW Color Guide, Green
Color Pictorial of CGW equipment $38.95
Trackside Union Pacific, Schmitz
Vintage UP color pix $37.95
RS3s, Plant
Color Pictorial of RS3s in action $31.95

Carolina & Northwestern, Baumgarner ---$39.95
Chesapeake & Ohio Color Guide ---$38.95
C&NW in Color (Vol 1) ---$38.95
CB&Q Color Guide, Spoor ---$38.95
CB&Q in Color (Vol 1 or Vol 2), Spoor ---$38.95
CGW in Color ---$38.95
Confessions of a Train Watcher, Morgan ---$31.95
Conrail Commodities, Taylor ---$39.95
Conrail Motive Power Review (1986-1991), Withers ---$38.49
Conrail Final Years (1992-1997), Withers ---$38.49
D&H Color Guide ---$38.95
D&H in Color (Vol 2), Plant ---$38.95
Denver & New Orleans, Jones ---$35.95
Diesel Locomotives: 1st 50 Years, Drury ---$22.49
Diesels to Park Avenue ---$35.49
Diesels of the Southern Railway, Withers ---$51.95
Dinner is Served, Loveland ---$31.95
Dixie Line: NC&StL, Castner ---$21.75
Domeliners, Zimmermann ---$39.95
East Broad Top: Slim Gauge Survivor, Mellander ---$38.25
Erie in Color, Sweetland ---$35.95
EL Color Guide ---$38.95
Erie-Lackawanna in Color, DeYoung
Vol 1: West End ---$35.95
Vol 2: New York State ---$35.95
Vol 3: East End ---$38.95
Vol 4: Early Years ---$38.95
Fairbanks Morse in Color, Boyd ---$38.95
Feather River Canyon, Schmollinger ---$39.95
GN Color Guide, Hickcox ---$38.95
GN Color Pictorial (Vol 2), Shine ---$39.95
GN Equipment Pictorial (Vol 1 or 2) ---$39.95
GN Pictorial (Vol 3 or 4), Stauss ---$39.95
GN Lines West, Wood ---$43.95
GM&O Color Pictorial, Wallin ---$39.95
Heart of PRR, McGonigle ---$15.25
IC in Color ---$38.95
Illinois Terminal in Color, Lloyd ---$38.95
Impossible Challenge, Harwood ---$51.95
JC/LV Color Guide, Bossler ---$38.95
Jersey Central in Color, Brennan ---$35.95
Jersey Central in Color (Vol 2), Brennan ---$38.95
Jersey Central Story, Carleton ---$30.49
Lackawanna in Color, Sweetland ---$35.95
Lake Shore & Mich Southern, McLellan, Warrick ---$31.95
L&NE: Color Retrospect, Lilly ---$37.95
LV: East of Mauch Chunk, Greenberg, Fischer ---$39.95
LV in Color (Vol 1 or 2), Yanosey ---$35.95
LV in NY State: Upstate Odyssey, Dann ---$23.95
Lehigh Valley RR, Archer ---$35.95
Lehigh Valley: New York Division, Bednar ---$41.95
L&N: Old Reliable, Castner ---$23.95
Manhattan Gateway, Middleton ---$35.95
Memoirs of Steelworker, Kuchtka ---$10.49
Milwaukee in Color
Vol 1: East of Milwaukee ---$38.95
Vol 2: In Milwaukee ---$38.95

FALL STORE HOURS

Sat	November 28	10 - 4
Sat	December 12	10 - 4
Sat	December 19	10 - 4
Thu	December 31	10 - 4

or by appointment

Complete selection of in-print books and videos.
Extensive selection of out-of-print books, timetables, reports, etc.
Directions: 1/2 mile west of Route 145 at HiWay Restaurant at 1321 Rising Sun Road in Laurys Station.
Always buying railroad and mining collections, large or small, paper or hardware. Try us first for satisfaction.

Vol 3: Wisconsin/Michigan ---$38.95
Milwaukee Under Wire in Color ---$38.95
Minneapolis & St. Louis in Color, Green ---$38.95
NH: Final Decades, Hartley ---$39.95
New Haven Power, Staufer ---$63.95
NYC Color Guide ---$38.95
NYC Color Photography (Vol 1), Nowak ---$35.95
(Vol 2 or 3), Nowak ---$38.95
NYC in New England (Vol 1 or 2), Jones ---$39.95
NYC Later Power, Staufer ---$55.95
NYC Lightweight Cars, Doughty ---$23.49
New York Central Trackside, Marvel ---$38.95
NYC Trains of the Future, Doughty ---$20.95
NYC Steam Vol 1 ---$38.95
New York City Historic Transit Maps ---$23.95
NYO&W Diesels, Mohowski ---$23.95
NYO&W and Dairy Industry, Mohowski ---$49.95
NYO&W in Color, Lubliner ---$38.95
NKP in Color (Vol 1, 2 or 3) ---$38.95
NKP Passenger Service: Post War, Holland ---$21.59
N&W V1 in Color, Nichols ---$38.95
Northern Pacific (Vol 1 or 2), Shine ---$39.95
NP Classic Steam, Shrenk, Frey ---$47.95
Northwestern: C&NW, Grant ---$39.95
Pacific Electric in Color (Vol 1), Copeland ---$38.95
Penn Central Color Guide ---$38.95
Pennsylvania Trolleys (Vol 1 or 2), Volkmer ---$38.95
Pennsy Power, Staufer ---$39.95
PRR Color Guide V1 ---$35.95
PRR Color Guide V2 ---$38.95
PRR Color Pictorial, Shaefer ---$15.95
PRR Diesel Review, Carleton ---$35.95
Pennsy Diesel Years (Vol 2, 3 or 4), Yanosey ---$35.95
Pennsy Diesel Years (Vol 5 or 6), Yanosey ---$38.95
PRR Electric Years, Volkmer ---$35.95
Pennsy Steam Years V1 ---$35.95
Pennsy Steam Years V2 ---$38.95
PRR: Hudson to Horseshoe, Volkmer ---$38.95
PRR Triumph 1, Roberts ---$51.95
Phoenix Bridge, Winpenny ---$15.95
Pullman Paint and Lettering, Dubin ---$19.95
Railroad Atlas:
Vol 1: Northeast ---$19.95
Vol 2: California/Nevada ---$19.95
Vol 3: Colorado/Utah ---$19.95
Vol 4: Arizona/New Mexico ---$19.95

DISCOVER VISA MasterCard

Telephone Orders Accepted

Check out our web site:
http://www.rails-n-shafts.com
E-mail: rns@rails-n-shafts.com

TO ORDER: For postage and handling, please add to the order total, $2.75 for one, $3.75 for two, and $4.75 for three or more books and/or videos. For foreign orders, please include $4.00 for the first and $2.50 for each additional book or video for postage, and remit in US$. Pennsylvania residents please add 6% sales tax. Avoid delays in order shipment and recheck addition and add correct postage. Incorrect orders will be returned. Prices subject to change without notice. Rush delivery available, please ask. Make checks payable to Rails 'N' Shafts. Catalog sent with all orders or send SASE. Sales ends last day of magazine cover month. Your satisfaction is guaranteed.

Vol 5: Illinois/Wisconsin/Mich Peninsula ---$19.95
Vol 6: Indiana/Ohio/Michigan ---$19.95
Vol 7: Appalachia/Piedmont ---$19.95
Vol 8: Pacific Northwest ---$19.95
Railroads of Indiana, Simons, Parker ---$39.95
Reading Color Guide, Bossler ---$38.95
Reading Diesels (Vol 1): First Gen, Woodland ---$43.95
Reading Diesels (Vol 2): Second Gen, Woodland ---$47.95
Reading in Color, Plant ---$38.95
Reading Railroad: History of Coal Age Empire, Holton
Vol 1: 19th Century ---$51.95
Vol 2: 20th Century ---$54.95
Reading Steam in Color, Plant ---$38.95
Rio Grande Color Guide ---$38.95
Rio Grande in Color (Vol 2) ---$38.95
Rio Grande Secret Places, Farewell ---$31.95
Rio Grande Southern Story, McCoy, Collman Graves
Vol 3: Vance Jct to Ophir ---$55.95
Vol 4: Ophir Loop to Rico ---$55.95
Vol 5: Rico and Mines Above ---$55.95
Vol 6: Rico to Delores ---$55.95
Rock Island Color Guide ---$38.95

Railroads of Arizona V4, Myrick
Santa Fe in Arizona $47.95
Maine Central in Color, Plant
All Color Pictorial of MeC $37.95
SP&S Color Pictorial
All Color Album of SP&S $39.95
B&O Cabooses, Jones
Photos and Plans $21.59
C&O Color Pictorial, Stegmaier
All color album of C&O $39.95
Alco Offical Photography
All Color Alco album $37.95

Rock Island Color Pictorial (Vol 1 or 2), Marre ---$39.95
Rock Island in Color (Vol 1), Stagner ---$38.95
Rock Island in Color (Vol 2), Marvel ---$38.95
SF: Gateway to West (Vol 1 or 2), Duke ---$47.95
Santa Fe in Color (Vol 1,2,3 or 4), Stagner ---$38.95
Santa Fe Color Guide, Stagner ---$38.95
Santa Fe CF7s, Poole ---$19.95
Scenes Along Rails (Part 1 Vol 2), Hudson ---$31.95
Smooth the Road ---$ 7.99
SOO in Color, Wise ---$38.95
SP in the Bay Area, Drury ---$15.25
SP Coast Line, Signor ---$51.95
SP Colorful Shasta Division, Dill ---$39.95
SP: Oregon Division ---$47.95
Spokane, Portland & Seattle, Austin, Dill ---$59.95
SP&S Color Guide ---$38.95
Texas & Pacific Color Pictorial, Goen ---$39.95
Trackside East of the Hudson, McChesney ---$38.95
Trackside Erie, Collins ---$38.95
Trail of Blue Comet (CNJ), Baer, Coxey ---$55.95
Trainmaster ---$23.95
Union Pacific Color Guide (Vol 1 or 2) ---$38.95
UP Official Color Photography (Vol 1), LeMassena ---$38.95
UP Directory, Strack ---$15.95
UP Type (4-12-2) Vol 2, Kratville ---$67.95
UP: Salt Lake Route, Hemphill ---$47.95
UP Steam V1, Stagner ---$38.95
UP Switchers & Slugs, Strack ---$19.95
Western Maryland Diesel Locomotives, Stakem ---$19.95
Wisconsin Central ---$39.95

VIDEOS

Alcos (Vol 1) (Pentrex) ---$22.49
Classic Chicago Railroads (Pentrex) ---$15.95
Across the Heartland (SF Chillicothe Div) (Pentrex) ---$22.49
Countdown to Merger (SF Marchelline) (Pentrex) ---$22.49
Both SF Videos ---$37.75
Conrail Hot Spots East (Pentrex) ---$29.95
Conrail Hot Spots West (Pentrex) ---$29.95
Conrail West Slope (Green Frog) ---$31.95
Conrail Pittsburgh-Crestline (Green Frog) ---$31.95
Conrail Middle Division (Green Frog) ---$31.95
Eastern Kentucky Coal (Pentrex) ---$29.95
Florida East Coast (Green Frog) ---$35.95
Last of the Giants (Pentrex) ---$14.95
Last of the Giants (Vol 2 or 3) (Pentrex) ---$29.95
LV: Penobscot Mountain (DIW) ---$27.95
Milwaukee (3-tapes) (Pentrex) ---$39.95
Montana Rail Link (Pentrex) ---$29.95
PRR: Steam/Electric 1936-52 (DIW) ---$27.95
PRR: Steam/Electric 1955-62 (DIW) ---$27.95
PRR in New Jersey (PRSL, NY&LB) (DIW) ---$27.95

SHAY - The Supplement

by Thomas Lawson, Jr.

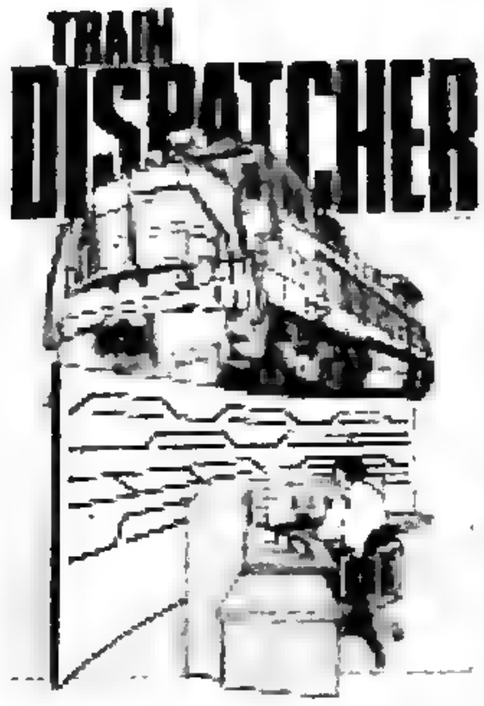
Do you have a copy of *The Shay Locomotive (by Koch)* or *Lima-the History (by Hirsimaki)*? Then you also need to have a copy of ***Shay-The Supplement***. This new book contains corrected and added information on more than 1,100 Shay-patent steam locomotives that are rostered in the Koch book. Hundreds of new names of Shay owners are listed by shop number. Many more facts and information making this book an ideal companion to the books by Koch and Hirsimaki. 96 pages. 8 1/2" x 11" format. Soft cover. 64 Photos.

Price: **$19.95** plus $4.00 shipping in U.S.

Mail check or money order (no credit cards) Brochure for S.A.S.E (Ala. residents add 4% sales tax)

CABBAGE STACK PUBLISHING
P.O. Box 19912, Birmingham, AL 35219

TRAIN DISPATCHER



Now, there are over 130 track territories you can simulate with Train Dispatcher 2

Download the free demo version of **Train Dispatcher 2** from our web site at **http://www.signalcc.com** to sample the joys and frustrations of maneuvering high speed passenger trains around slow moving freights in a frantic attempt to keep them on schedule.

Train Dispatcher 2 comes with the following 5 track territories to provide you with a wide variety of challenging traffic control scenarios:

NEC Washington DC to Philadelphia, PA
NEC New Haven, CT to Boston, MA
Australia (New South Wales) North Coast
SP Eugene to Crescent Lake, OR
SP Eugene to Portland, OR

Additional track territories can be purchased for $5 each (see below), and a library of over 70 territories contributed by our **Track Builder** customers can be downloaded for free from our web page or purchased on a diskette for only $5. More are being added every month.

With **Track Builder** you have the added flexibility of designing your own track territories and train schedules or changing the territories in our libraries. You will be surprised by how easy it is to design even complex territories with our track drawing tools.

List of Track Territories for Sale

B&M Concord to Manchester, NH
BNSF Galveston to Temple, TX
BNSF Harve to Whitefish, MT
BNSF Portland, OR to Seattle, WA
CN Biggar to Watrous, SK
CN Blue River, BC to Jasper, AB
CN Edmonton, AB to Biggar, SK
CN Jasper to Edmonton, AB
CN Watrous to Melville, SK
CNW Clinton, IA to Provisio Yard, IL
CR Altoona to Harrisburg, PA
CR Buffalo to Binghamton, NY
CR Chicago, IL to Elkhart, IN
CR Fairview, PA to Bayview, NY
CR Horseshoe Curve near Altoona, PA
CR Pittsburgh East
CR Syracuse to Amsterdam, NY
CR Syracuse to Buffalo, NY
CSX Detroit to Grand rapids, MI
CSX Elkhorn City, Ky to Spartanburg, SC
CSX RF&P Washington, DC to Rocky Mount, NC
CSX Rocky Mount, NC to Charleston, SC
Elgin Joliet Eastern Entire Railroad
Long Island Railroad Jamaica, NY East (morning)
Metrolink Valley and Venturta Subdivisions
NS Detroit, MI to Kansas City, MO
Northeast Corridor New York, NY to Trenton, NJ
SP Bakerfield to West Colton, CA
SP Colton to Indio, CA
SP Tucson, AZ to El Paso, TX
SP Yuma to Tucson, AZ
UP Chicago, IL to Poplar Bluff, MO
UP Council Bluffs, IA to Grand Island, NE
UP Dallas, TX to Texarkana, AR
UP Dextor, MO to East St. Louis, IL
UP Dotsero, CO to Denver, CO
UP Forth Worth to Spring Junction, TX
UP Gibbon Jct., NE to Kansas City, KS
UP Kansas City to St. Louis, MO
UP Laramie to Egbert, WY
UP Little Rock, AR to Memphis, TN
UP Little Rock to Texarkana, AR
UP North Platte to Grand Island, NE
WP Alazon, NV to Salt Lake City, UT
WP Oakland to Oroville, CA
WP Oroville to Portola, CA
WP Portola,CA to Weso, NV
France Suburban area around Versailles
Germany(DB) Kornwestheim (Stuttgart)
New Zealand Tranz Rail Plimerton to Wanganui
United Kingdom CLC Cester Route
United Kingdom London to Yorkshire
United Kingdom Trent Signalling Centre
United Kingdom Warrington Control Centre

For Windows 3.1 & Windows 95
Comes on a 3.5 inch diskette

Train Dispatcher 2	$44.95
Track Builder 2	$64.95
Additional territories (each)	$5.00
Customer Contributed Territory Disk	$5.00
Shipping (US)	$4.00
Shipping (non US)	$6.00

Add $2.00 for each additional item (multiple

SIGNAL Computer Consultants

P.O. Box 18445, Pittsburgh, PA 15236
Tel 888 872-4612 (toll free) or 412 655-1884
Fax 412 655-1893 E-mail signal@usaor.net
Web Page http://www.signalcc.com
Mastercard/Visa/Discover/Checks
US & Canadian Postal Money Orders accepted

MARION, OHIO, Dece... Marion Unio... 13th Annual Model Tr... how at the ... County Fairgrounds, ... Fairground... Admission $2, kids unde... free with ad... ry Richie, 556 Siesta Dr... Marion, OH 43... ...der- ... 5162.

OKLAHOMA CITY, OKLAHOMA, Decembe... ...KC Train Show sponsored by Central Oklahoma Chap... ...HS at the Transportation Building, Oklahoma State Fairgro..., Saturday 9am-5pm, Sunday 11am-5pm Admission $5 ...rmation: Ed Birch, Jr., 1313 West Britton Road, Oklahoma C..., OK 73114.

TRAIN MASTER OF CLEVELAND (9695 Chillicothe Road, Kirtland, OH 44094; 440/937-9200) will have the following shows. Admission is $4.

December 6, Mentor, Ohio, High School, 10am-3pm.
December 19-20, Parma Heights, Ohio, Valley Forge High School, Saturday 10am-4pm, Sunday 10am-3pm.

WESTPORT, CONNECTICUT, December 13. Southern Connecticut Railroadiana & Artifacts Show at Staples High School Field House, 70 North Avenue, Exit 18 off I-95, 9am-4pm. Admission $5, kids under 12 free. Information: Alan Altman, 12 Southwedge Drive, Getzville, NY 14068; 716/689-9074.

COLUMBUS, OHIO, December 19. Buckeye Railroadiana & Model Train Show at Ohio Expo Center, Lausche Building, 9am-4pm. Admission $4, kids under 12 free. Information: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914.

GREAT AMERICAN TRAIN SHOW will be held at the following locations. Hours are 11am-5pm, admission $6 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652.

January 2-3, Knoxville, Tenn., Convention & Exhibition Center.
January 2-3, Spokane, Wash., Spokane County Fair & Expo Center.
January 9-10, Niles, Ohio, Eastwood Expo Center.
January 9-10, Houston, Texas, George R. Brown Convention Center.
January 9-10, Anaheim, Cal., Convention Center.
January 16-17, Louisville, Ky., Commonwealth Convention Center.
January 16-17, Novi, Mich., Expo Center.
January 16-17, Salt Lake City, Utah, Utah State Fairpark.
January 23-24, Greensburg, Pa., Greengate Mall Expo Center.
January 23-24, Peoria, Ill., Civic Center.
January 23-24, Santa Barbara, Cal., Earl Warren Showgrounds.

GILBERTSVILLE, PENNSYLVANIA, January 3. Gilbertsville Train-O-Rama at the Gilbertsville Fire House, Route 73, 9am-2pm. Admission $3, kids under 12 free with adult. Information: Mary Preudhomme, 233 Long Lane Road, Boyertown, PA 19512; 610/367-7857.

HAMILTON, MASSACHUSETTS, January 9. Model Railroad & Railfan Meet sponsored by the Wenham Museum at the Winthrop School Auditorium & Gym, Bay Road, Route 1A, 10am-4pm. Admission $3, kids 6-14 $1, family $7 (show admission good for half-price admission to enham Museum). Information: The Wenham Museum, 132 Main Street, Wenham, MA 01984; 978-468-2377.

FREEPORT, NEW YORK, January 10. 9th Annual Winter Train Show & Exhibition sponsored by the Great South Bay Model Railroad Club, Inc., at the Freeport Recreation Center, 130 East Merrick Road, 11am-4pm. Admission $3, kids under 12 free with adult. Information: Kevin R. McKay, 66 Van Buren Street, Freeport, NY 11520; 516/223-9357.

WINSLOW, NEW JERSEY, January 10. Great Winslow Junction Scale Train & Railroadiana Meet at the Winslow Fire Hall, Hall & Hay Streets, 10am-3pm. Admission $3, kids under 12 free with adult. Information: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 (before 9pm).

CLASSIC TRAINS AND EXHIBITIONS (c/o Glen Groff, 3385 Brigadoon Circle SW, Dalton, OH 44618; 800/833-0612) will have the following shows. Unless otherwise noted, hours are 10am-4pm and admission is $3 adults, kids under 12 free.

January 10, Massillon, Ohio, Knights of Columbus Hall.
January 24, Mars/North Pittsburgh, Pa., Sheraton Inn North.

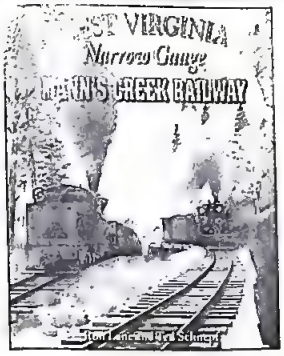
PLANO, TEXAS, January 16-17. Dallas Area Train Show sponsored by North Texas Council of Railroad Clubs at the Plano Centre, 2000 East Spring Creek Parkway, 10am-5pm. Admission $5, kids unde r12 free. Information: Robert Bray, 1820 Spruce Lane, Benbrook, TX 76126; 817/249-4965 (6pm-10pm); *robert.l.bray@lmco.com.*

SAVANNAH, GEORGIA, January 16-17. 10th Annual Model Railroad & Train Show sponsored by Coastal Rail Buffs, Inc., at the National Guard Armory, 1248 Eisenhower Drive, 9:30am-4:30pm. Admission $3, seniors/students $2, kids under 12 free with parents. Information: Ken Huffman, 414 Inglewood Drive, Savannah, GA 31406; 912/927-4976.

WHEELING, WEST VIRGINIA, January 16-17. Train show at Oglebay Resort, Wilson Lodge, Glestner Hall, from 10am-5pm Saturday and 10am-3pm Sunday. Admission $4, kids 6-12 $1. Information: Ron Warren, 20520 Lorain Road, Fairview Park, OH 44126-3424; 440/331-2900.

WEST SPRINGFIELD, MASSACHUSETTS, January 30-31. Big Railroad Hobby Show sponsored by the Amherst Railway Society at the Better Living Center and Young Building, Eastern

TITLES FROM TLC



West Virginia Narrow Gauge Mann's Creek Railway

by Ron Lane and Ted Schnepf

200 Pages hardbound • Over 200 B/W Photos, and some rare color!

A tiny narrow-gauge railroad of only 20 miles operating length, the Mann's Creek gained considerable fame in the 1950s because of its adherence to Shay locomotives and quaint operations. Deep in the New River Gorge of West Virginia, Mann's Creek carried not only large amounts of coal for coking and subsequent shipment over the C&O, but vast amounts of lumber from on-line forest and a large sawmill. Many aspects are appealing; narrow gauge, hauling both coal and lumber in a remote and mountainous area, connecting with a mainline railway and shared dual gauge trackage at the junction, and the road had a great group of workers who spent generation after generation extracting lumber and coal to fuel the American boom of the late 19th and early 20th century. Authors Lane and Schnepf have spent 30 years in detailed research and present one of the best most cogently written and detailed studies of the life, work and culture of a mountain railroad. Ideal for modelers, narrow gauge buffs, geared locomotive fans, West Virginia historians and those who simply love mountain railroading at its primitive best.

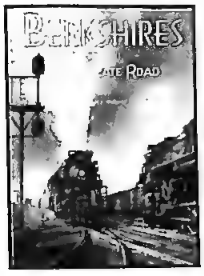
Only $29.95 + $4 S/H

Special Price of $24.95 + $4 S/H before December 31, 1998

Berkshires Of The Nickel Plate Road

by Kevin J. Holland

128 Pages hardbound • 175 Black and White and Color Photos, Cover painting by artist Ted Rose.



One of the most famous of all modern steam locomotives, the legendary NKP Berkshire 2-8-4s are treated in detail in this handsome book published to commemorate the 40th anniversary of their retirement from regular service. The best of the Lima Superpower concept and design, these locomotives literally saved the NKP and gave it the reputation as the road of "High Speed Service."

Drawings, builder photos, roster and mechanical data, easy-to-read text and superb photos, many official pictures made by company photographers make this the complete story of these remarkable locomotives. A must for NKP and steam fans. *Now Shipping.*

Only $26.95 + $4 S/H

Special Price of $21.95 + $4 S/H before Dec. 31, 1998

Ghost Train!

by Tony Reevy

160 Pages, 6" x 9" size page hardbound with Color Covers • Fully Illustrated

American railroading is full of ghostly legends. This new book brings together these tales for the first time. Ghost trains; ghosts along the tracks; haunted tunnels, stations, and cars-all are collected her for your enjoyment.

Ninety ghostly tales of the rails, illustrated with period photos and art work especially commissioned for this book. Stories are from all regions of the United States. Some of the stories are well known, some of them almost forgotten, but all of them will carry you back to a time of coal smoke and lamp oil and railroad days gone by. *Available this fall.*

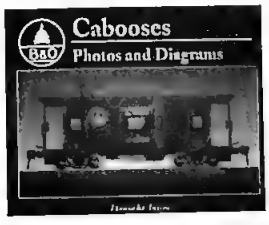
Only $14.95 + $4 S/H

Special Price of $10.95 + $4 S/H before Jan. 31, 1999

Baltimore & Ohio Cabooses Volume 1-Photos & Diagrams

by Dwight Jones

128 Pages, Hardbound • Fully illustrated with 110 b/w photos, and 55 diagrams



The first of a new series of books on Baltimore and Ohio Cabooses! Much of the material, most of the photos and all of the diagrams in this volume are being reproduced for the first time. This book will be particularly useful to modelers, as all of the drawings are uniformly scaled and dimensioned, many prepared specifically for this book. Over 30 years of meticulous research has gone into this volume and is the most accurate publication ever produced, correcting many errors now in circulation on the subject. *Now Shipping!*

Only $26.95 + $4 S/H

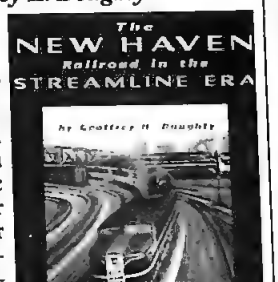
Special Price of $21.95 + $4 S/H before January 31, 1999

Color!

New Haven Railroad In The Streamline Era

by Geoffrey H. Doughty

128 Pages, 120 color photos and 50 b/w photos



The complex story of the New Haven in the postwar period. Included are builders photos, a look at the futuristic trains of 1956-57, car roster, and a host of color photographs which lavishly illustrate a fascinating period in the New Haven's history. *NOW AVAILABLE!*

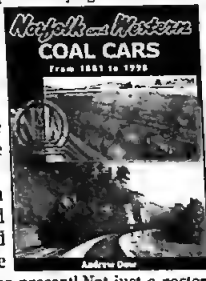
Only $34.95 + $4 S/H

Special Price of $29.95 + $4 S/H before January 31, 1999

Norfolk and Western Coal Cars

by Andrew Dow

256 Pages Hardbound • Many Black and White Photos, illustrations,and rosters and diagrams



Endlessly long trains of black hoppers carrying ton after ton of "black diamonds" from mine to market were hallmarks of the N&W. Even today a major portion of Norfolk Southern's business is derived from coal. Andrew Dow crafts an interesting story about the development of the N&W's massive coal car fleet.

From the late 1880s through modern times the N&W pioneered many features in its huge and varied fleet. This book is the definitive work on N&W coal cars through the present! Not just a roster book but a detailed and interesting story that includes much history and many wonderful official company photographs that included cars, trains and mine scenes. This book is a must for an N&W fan's library as well as anyone who has an interest in the Pocahontas coal carrying roads or coal. *Due late October.*

Only $29.95 + $4 S/H

Special Price of $24.95 + $4 S/H before Dec. 31, 1998

Send For Complete List of Other Fine Railroad Books Available From TLC.

ORDER FROM: TLC PUBLISHING • DEPARTMENT RF

1387 WINDING CREEK LANE • LYNCHBURG, VIRGINIA 24503-3776

Sorry, no telephone or credit card orders accepted • Virginia Residents Add 4.5% State Sales Tax Foreign Orders add $4.00 per book ex

Maximum Shipping and Handling For Single Order is $7.00

The finest in gifts for the railroad enthusiast

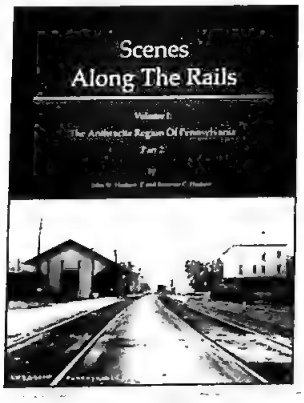
RAILROAD GIFTS

Schrader Enterprises, Inc.
230 South Abbe Rd. Dept RR
Fairview, Michigan 48621
Send $1.00 FOR CATALOG

ELECTRIC RAILWAYS OF JAPAN
Volume 3 - Western Japan
$30 postpaid
The Map Factory, Box 12629
Seattle, WA 98111-4629

NEW FROM **TRACKSIDE VIDEO**
STEAMIN' On The OHIO CENTRAL
Join us for expanded coverage of "Steam Fest '97" on the Ohio Central. Coverage includes #1551 and 5 car passenger train followed by #13 with 13 hoppers and a caboose between Dennison and Coshocton. Coverage continues with Sundays side by side action with 1293 and her passenger train on the former Pennsy while 1551 and 13 double head their 27 car freight along the former NKP. We bring our program to a close with Triple-header action between Trin and Black Run. 91 min.
ONLY $19.95 ppd.
CALL TOLL FREE 1-800-548-8476
Or send check or money order to:
TRACKSIDE VIDEO
P.O. BOX 234
FOREST PARK, GA 30298-0234
VISA • MASTERCARD • DISCOVER
Visit our website www.tracksidevideo.com

Depot Square Publishing announces the latest in our series from the 1900-1920 era!! Scenes Along The Rails Volume I: The Anthracite Region of Pennsylvania, Part 2 covers the region northwest of Wilkes-Barre, PA. Included are the Lehigh Valley, S&NY, W&NB, and five other lines. This hard-bound book has 192 high-quality photos; gloss, enamel paper; 5 maps; 152 pages; and a dust jacket. Individual copies available at $39.95 + $5.00 shipping. Dealer inquiries are welcome! Ready for immediate shipment! Part 1 is also available at $25.00 + $5.00 shipping.



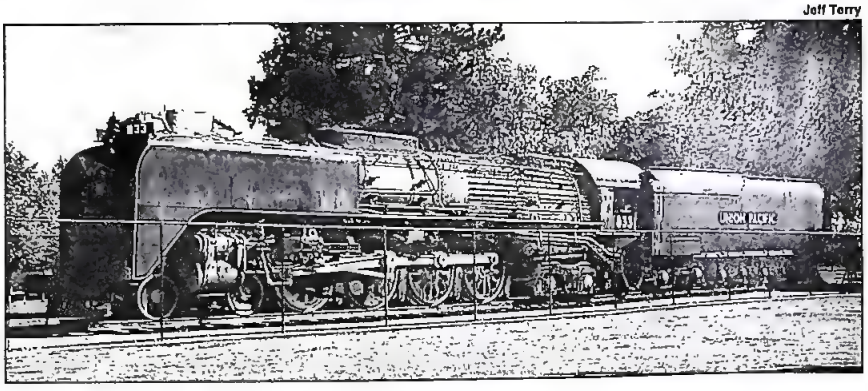
Order from:
Depot Square Publishing
6683 Loveland Miamiville Road
Loveland, OH 45140
Phone: 513-677-2357 Fax: 513-677-5531

LINESIDE LEGACY

by JEFF TERRY

Another UP 4-8-4

Jeff Terry



UNION PACIFIC 4-8-4 No.833 rests in Pioneer Park in Salt Lake City, Utah, during May 1997. When this photograph was taken the boiler jacket and asbestos insulation had just been removed, and the outside of the boiler given a quick coat of black paint. This sister locomotive of famous fantripper 844 is destined to be moved to the Utah State Railroad Museum in Ogden for cosmetic restoration and display.

FORMER UNION PACIFIC 4-8-4 833, a longtime fixture at Pioneer Park in Salt Lake City, Utah, has been acquired by and is in the process of being moved to the Utah State Railroad Museum in Ogden. The 833 has been on display in the park since 1972 when it was donated by the Union Pacific Railroad; a fence to protect the engine was erected a few years later. Current plans by the city to rehabilitate Pioneer Park does not include 833 and the decision was made to donate the locomotive to the Ogden museum.

Built by Alco in 1939, the 833 is a sister to famous UP fantripper 844 and is one of four Union Pacific 4-8-4s in existence (the others include 814 on display at Council Bluffs, Iowa, and 838 inside the Cheyenne round-house as a parts source for 844. The 833 was a neglected display for many years but is relatively complete thanks to the high chain-link fence and the fact that Union Pacific welded on many of the "collectible" items such as the bell, whistle and builders plates before donation. Various efforts to preserve 833 have occurred in the past decade. During 1991 the engine was cosmetically restored by the Promontory Chapter NRHS with new paint and lettering, and later 833 was the subject of a failed restoration project

ATTENTION!
NARROW GAUGE RAILFANS
February 20-27, 1999

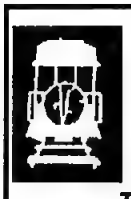
Perhaps the last chance to ride and photograph the 3-foot gauge Baldwin 2-8-2's in Guatemala

HIGHLIGHTS
* WORKSHOP VISITS
* CAB AND ROOF RIDING
* PLENTY OF PHOTO RUN-BYS
* RARE FREIGHT ONLY TRACKAGE
* 285 MILES ALL BY CHARTER TRAINS
* 3.7% GRADES IN THE SIERRA MADRE
* 6 CHARTERS WITH STEAM AND DIESEL

Call or write for our full color 24-page brochure and Guatemala tour packet.

1-800-359-4870

TRAINS UNLIMITED, TOURS
P.O. Box 1997 • Portola, CA 96122 USA
Phone (530) 836-1745 • Fax (530) 836-1748



SOUTHERN CONNECTICUT MODEL TRAIN & RAIL-ROAD ARTIFACT SHOW & SALE!
Thousands of Model Trains for Sale!
OPERATING LAYOUTS
Including HO, Lionel, N Gauge, G Gauge
Also: • Railroad • Steamship • Airline • Bus & Trolley Artifacts
OVER 300 TABLES!
Sunday, Dec. 13, 1998
9:00 am to 4:00 pm
Staples High School
Field House, 70 North Avenue
Westport, Connecticut
(Exit 18 off I-95 or Exit 42 off Merritt Parkway, follow signs)
ADULTS $5; UNDER 12 **FREE**
For information: **Ron Rosenberg**
PO Box 714, Harrison, NY 10528
(914)967-7541 • FAX (914)967-7492

RAILROAD VIDEO PRODUCTIONS

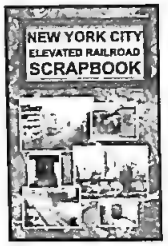
281 WHISPERWOOD DELL LANE, LEOLA, PA 17540

1-800-258-4546

NEW RELEASES

Tape No.134 "N&W VINTAGE MOVIES" Two N&W produced movies plus a look at the Norfolk Southern (which absorbed the N&W) operating on the former Norfolk & Western in Virginia. 1 Hour-Color-Sound

Tape No.138 "CONRAIL HOT SHOTS in NY"This program features non-stop Conrail run-by action in the Buffalo, N.Y. area during January of 1998. We begin at Conrail's Seneca Yard located just west of Buffalo and continue west on the "Chicago Line" at locations including Lake View, Angola, Dunkirk and Brocton. 1 Hour-Color-Sound



Tape No.139 "New York City Elevated R.R. Scrapbook" Featuring N.Y. City Elevated Railroads from the 1930's to the 1970's. The program does not attempt to tell a story nor identify locations. Just lots of great shots with "Big Band" background music.
1 Hour - Color - B&W - Music

Tape No.134 "PA TRACTION"" A look at many of PA's traction lines inc. Johnstown, Pittsburgh, Allentown, Scranton, Norristown, Lancaster and Philadelphia (1936 to 1965). Sub-titles with Dixieland music. 1 Hour

Tape No.132 "P.R.R. Power Volume Six" Featuring non-stop run-by action of P.R.R. electric and diesel powered trains (a few sporting the PC logo) at many locations throughout the New York Division as well as a few scenes at 30th Street Station, Phila. A look at the Long Island Rail Road and the Hudson & Manhattan Railroad (both owned by the Pennsy) is also provided. 1 Hour - Color - Sound

Tape No.131 "GG-1 4882 CAB RIDE" A head-end ride (on the fireman's side) from Penn Station, N.Y. to South Amboy, N.J. plus highlights of the return trip.
1 Hour - Black & White - Sound

"THE VERMONTER" is a seven part "cabride" on the New England Central between St. Albans, VT and New London, CT. Color - Sound

Tape No.119 New London t to Willimantic, CT.. 1 Hour 20 Minutes
Tape No.120 Willimantic, CT to Palmer, MA..... 1 Hour 20 Minutes
Tape No.122 Brattleboro, VT to Walpole, NH.... 1 Hour 20 Minutes
Tape No.123 Palmer, MA to Brattleboro, VT.... 1 Hour 20 Minutes
Tape No. 124 St. Albans to Northfield, VT..... 1 Hour
Tape No.125 Northfield to Hartford, VT..... 1 Hour
Tape No.126 Walpole, NH to Hartford, VT .....

Tape No.140 "New York Central Scrapbook" Featuring the N.Y.C. From the 1930's to 1969. The program does not attempt to tell a story nor identify locations. Just lots of great shots with "Big Band" background music. The program ends with a N.Y.C. Produced movie titled "The Railroad Signal". 1 Hour - Color - B&W - Sound

$21.95 EACH

ALL TAPES STILL PRICED AT

NO SHIPPING OR HANDLING CHARGE TO U.S. & CANADA

PENNSYLVANIA RESIDENTS PLEASE ADD 6% PA SALES TAX (7% PHILADELPHIA)

CALL OR WRITE FOR OUR FREE CATALOG LISTING

OVER 200 RAILROAD AND TRACTION VIDEOS

THE VIDEOS BELOW ARE ALL SHOT FROM THE ENGINE CAB - FULL COLOR & SOUND

Philadelphia to Harrisburg, PA	Tape No.. 4A	Detroit to Jackson, MI	21B	Hoboken, NJ to Suffern, NY..(Bergen County Line)	60
Harrisburg to Huntingdon, PA	4B	Jackson to Kalamazoo, MI	21C	Hoboken, NJ to Suffern, NY..(Erie Main Line)	61
Huntingdon to Johnstown, PA	4C	Chicago, IL to Michigan City, IN	21-4	Hoboken, NJ to Spring Valley, NY	62
Johnstown to Pittsburgh, PA	4D	Michigan City to Kalamazoo, MI	21-5	Suffern to Campbell Hall, NY	63A
Harrisburg to Philadelphia, PA	5	Albany to Croton-Harmon, NY	22A	Campbell Hall to Port Jervis, NY	63B
South Amboy, NJ to New York City	7	Croton-Harmon to Grand Central Terminal, NY	22B	Hoboken to Montclair, NJ	67
New York City to South Amboy, NJ	131	Albany, NY to Pittsfield, MA	23A	Hoboken to Netcong, NJ	68
New Haven, CT to Providence, RI	9A	Pittsfield to Springfield, MA	23B	Chicago Union Station to Aurora, IL	72
Providence, RI to Boston, MA	9B	Springfield to Worcester, MA	23C	Elwyn to Wayne Junction, PA	73
New Haven, CT to Springfield, MA	10B	Worcester to Boston, MA	23D	Wayne Junction (Phila.) to West Trenton, NJ	74
Bay Head Jct. to Matawan, NJ	11	Enola, PA to Shocks Mills Bridge	24A	30th Street Station, Philadelphia to Norristown, PA	75
Raritan to Newark, NJ	12	Shocks Mills Bridge to Holtwood, PA	24B	Lindenwold, NJ to Philadelphia, PA	77
Washington, D.C. to Philadelphia, PA	13	Holtwood to Port Deposit, PA	24C	69th Street Phila. to Norristown	46
Philadelphia to Penn Station, NY	14	Port Deposit, PA to Amtrak "OAK" interlocking	24D	Media Sharon Hill Line to 69th Street	50
New York City to New Haven, CT	15	Chicago to Miller, In	25A	Groton, CT to Gardner, MA 94 parts)	81-1-2-3-4
Denver to Grand Junction, CO..(4 Parts)	17A,B,C,D	Miller to Michigan City, IN	25B	Providence, RI to Worcester, MA	82
Sparks, NV to Oakland, CA..(4 Parts)	18A,B,C,D	Michigan City to South Bend, IN	25C	Jamaica to Speonk, NY	85
White Fish to Havre, MT..(2 Parts)	19A,B	Atlanta, GA to Meridian, MS..(6 Parts)	30-1-2-3-4-5-6	Babylon to Patchogue & return	86
Chicago, IL to Valparaiso, IN	20A	Franklin , MA to South Station plus Highlights	36	Pt. Jeff. to Hunt. & Jamaica to L.I. City	89
Fort Wayne to Valparaiso, IN	20B	North Station to Fitchburg, MA	37	Long Beach to Los Angeles, CA	91
Pitttsburg to Sutersville, PA	20-3	Rockport, MA to North Station	38	Greenport to Ronkonkoma, NY	102
Sutersville to Indian Creek, PA	20-4	Attleboro, MA to So. Sta. & Lowell to No. Sta	39	Ronkonkoma to Jamaica, NY	103
Indian Creek to Rockwood, PA	20-5	Ipswich, MA to No. Sta. & Stoughton to So. Sta	40	Jamaica to Speonk (via Main Line)	104
Rockwood to Hyndman, PA	20-6	No. Sta. to Haverhill, MA & Framingham to So. Sta	41	Speonk to Montauk, NY	105
Hyndman to Stuart Tunnel	20-7	Richmond to Alexandria, VA..(4 Parts)	48-1-2-3-4	Anchor. to Fairbanks, AK (7 parts)..	95-1-2-3-4-5-6-7
Stuart Tunnel to Martinsburg, WV	20-8	Atlantic City to Atco, NJ	53A	Meadows Yard to Dover, NJ	94
Martinsburg to Dickerson, MD	20-9	Atco, NJ to 30th Street Station, Philadelphia	53B	Jamaica to Oyster Bay, NY	111
Dickerson to Washington, DC	20-10	Hoboken to Gladstone, NJ	58	Penn Sta. to Cold Spr. Harbor, NY	112
Toledo, OH to Detroit, MI	21A	Hoboken to Dover, NJ	59	Cold Sp. Harbor to Pt. Jefferson, NY	113

VISA, MASTER CARD & DISCOVER CARDS ACCEPTED

NEW Cab Ride Along the Santa Fe Trail

Enjoy a ride with the locomotive crew on one of Amtrak's premier trains, the Southwest Chief as it travels over the former Santa Fe Railway. You'll see a variety of scenery from plains to mountains, and speeds from 90mph to less than 20mph, as we climb over the grades of Raton and Glorieta Passes. In places, the railroad is even built on the old Santa Fe Trail!

This is the Santa Fe's old "passenger route", and there's still plenty of Santa Fe flavor in the region, including a multitude of operating semaphores. Along the way, the crew also offers insights about the sights that our train encounters. The view is mostly looking straight ahead, with occasional shots of the crew or out the side window.

All tapes were shot and edited with professional broadcast equipment, and are in color with the ambient sound from inside the locomotive cab.

You'll want to get all 6 tapes in the series:
Tape #1: *La Junta to Trinidad* 90mph running, semaphores, and crew explanation of the new cab computer system. Approx. 70 min.
Tape #2: *Trinidad to Raton* Travel over famed Raton Pass. Approx. 1 hour
Tape #3: *Raton to Wagon Mound* New Mexico high desert scenery. Approx. 1 hour
Tape #4: *Wagon Mound to Starvation Peak* More semaphores, Shoemaker Canyon, Las Vegas, NM Approx. 80 min.
Tape #5: *Starvation Peak to Lamy* Mountain Scenery, includes Glorieta Pass, Apache Canyon. Approx. 85 min.
Tape #6: *Lamy to Albuquerque* More semaphores, new Mexico Desert, Indian Reservations. Approx. 70 min.

Each tape only $19.95. Get all 6 for only $99.75! That's right, buy 5, and the 6th is absoutely FREE!
Shipping just $4.00 for the entire order.
Indiana residents add 5% sales tax.

We accpet Check/MO/MC/Visa/Discover/Amex
ORDER TOLL FREE (800) 248-9670
Fax orders (317) 889-8144
Web site www.RailwayProductions.com

RP

Railway Productions
[illegible] Ave., Suite 243
[illegible] IN 46227

STEAM WHISTLES IN THE PINEY WOODS
A history of logging railroads & sawmills in South Mississippi, 1885-1938.
A new book by Gilbert H. Hoffman
Hardcover - 304 pages - 124 b&w photos - 29 maps & diagrams - rosters
Price: $49.95 plus $4 shipping (check or MO)
Mississippi residents add $3.50 sales tax.
Available from:
Longleaf Press
P.O. Box 15723
Hattiesburg, MS 39404

MOBILE GAIN ANTENNA
Tuned to Railroad Band
as reviewed in Railfan & Railroad
- Increased range
- 5/8 wave, 3db gain
- Tuned for optimum Sensitivity, 160-161 Mhz.
- Heavy-duty magnetic mount - other options

$62 PLUS $6 SHIPPING
Specify scanner type
Railcom 901-755-1514
Box 38881, Germantown, TN 38183

NOW AVAILABLE!
AN ILLUSTRATED HISTORY OF THE NORTHWEST'S OWN RAILWAY

You won't want to miss Volume Two of *The Northwest's Own Railway – The Spokane, Portland & Seattle Railway and Its Subsidiaries* by Walter R. Grande. Volume Two covers the Astoria Line, the Goldendale branch and the many subsidiaries of the SP&S Railway including the Gales Creek & Wilson River Railroad, Oregon Electric Railway, Oregon Trunk Railway, Pacific & Eastern Railway, Spokane & Inland Empire Railroad, United Railways and the non-railroad subsidiaries – Great Northern Pacific Steamship Company and the SP&S Transportation Company. Volume Two is similar to the highly acclaimed Volume One and consists of over 472 pages, and more than 400 photos and maps. To make sure you get this beautiful collector's book, order now.

SPOKANE PORTLAND AND SEATTLE RY.

GRANDE PRESS
Send check or money order for $75 plus $6 shipping ($3.50 each additional) U.S. funds within Continental U.S., plus any foreign postage. 2925 N.W. 159th Terrace, Beaverton, OR 97006-7278. Customer Service (503) 246-3254. Fax (503) 629-9402.

headed up by an [illegible] dentist. During the winter of 1996 the [illegible] was removed by a contractor who, [illegible] some piping and [illegible] of the rear [illegible] dome (the boiler jacketing has not yet been replaced). During the 1997 NRHS Convention in Salt Lake City the lights were restored and compressed air was piped up to the whistle as part of the "Salt Lake Tracks '97" train show.

Moving the large 4-8-4 presents a problem. And even though the rails of the Union Pacific are only several hundred feet away, the decision has been made to transport the 833 to Ogden by truck. As of yet, exact details of the move are unavailable, but suffice to say the 833 may be one of the largest steam locomotives ever moved over the highway. Once in Ogden, there are no plans to rebuild the 4-8-4 for operation, but the Utah State Railroad Museum will cosmetically restore the 833 for static display alongside other Union Pacific locomotives in the collection, which include turbine 26A and 26B, "Centennial" 6916 and 0-6-0 4436. All of these are exhibited under an outdoor display shelter built alongside Ogden Union Station, a place where 833 operated in regular service.

The Utah State Railroad museum is open daily except Sunday, and you can call 801/629-8444 for more information about hours and admission fees.

Steam for Hardin Southern

Another steam locomotive will soon be alive in the South, as Kentucky tourist railroad Hardin Southern has purchased and is rebuilding a Baldwin 2-6-2 for eventual service on their "Nostalgia Train" excursions. The locomotive is formerly Burton-Schwartz Cypress No.4, built by Baldwin in 1914. It spent much of its working life on the Lee-Tidewater Cypress Company's logging railroad at Copeland, Florida, before being purchased by F. Nelson Blount in 1962 along with several other Lee-Tidewater steamers. Although one of the logging engines eventually wound up at Blount's Steamtown, the others were sold to a locomotive dealer in the Chicago area who in turn sold them to Monee, Illinois, steam locomotive collector John Thompson in 1968. Thompson had long displayed No.4 and several other steam locomotives at his railroad-themed winery, which has since closed down, and had hoped at one time to operate them on his property. Now several of his engines are finding new homes. In 1998 two former Tidewater locomotives were sold, with No.4 going to the Hardin Southern and sister 2-6-2 No.16 to the Kettle Moraine Scenic Railway at North Lake, Wisconsin.

After much work to remove it from its display site, No.4 arrived by truck at Hardin, Kentucky, on August 14, 1998, and was greeted by crowds of local patrons and several news crews anxious to get a look at the locomotive. The Hardin Southern operates over a portion of the former Nashville, Chattanooga & St. Louis, which last saw steam operations in 1951. The rebuilding of No.4 is expected to take several years.

Soo Line Geep

Wisconsin's Osceola & St. Croix Valley Railroad has acquired a former Rock Island GP7 that has been restored and put into service as "Soo Line 559." The O&StCV, operated by the Minnesota Transportation

Six Exciting Tapes

Union Pacific

Tidewater Southern - UP's Tidewater Sub.

The almonds are in full bloom as we follow the UP's Tidewater subdivision past the groves and through the crowded streets of Modesto, California. This busy freight line is an important link in this area, carrying heavy loads of grain between Stockton and Modesto.

40 minutes — Order No. TWS

Union Pacific E9s

There's almost nothing quite as impressive as the Armour yellow E9s leading a train of matching UP passenger cars. The E9s are in fine form making several trips across the popular Keddie Wye.

36 minutes — Order No. UPE9S

California Shortlines

The Last Run of the Amador Central

A local freight railroad which ran 11.79 miles between a connection with the Southern Pacific at Ione to Martell, California. We follow the last few days of operation on the Amador Central to its last day of service on March 28, 1997.

58 minutes — Order No. LRAC

McCloud Railway

The McCloud offers it all. Located in Northern California in the shadow of Mt. Shasta, the McCloud Railway's busy freight operation carries lumber in this heavily forested area. But there's more. A steam excursion, running year round, makes this a popular tourist railroad as well.

35 minutes — Order No. MCCRR

The Sierra Railroad- Including Railtown 1897

The Sierra Railroad is like getting two railroads in one - the Sierra Railroad which carries freight, and Railtown 1897 Historic Park which is run by the state of California. The freight railroad operates with Baldwin S12 diesel locomotives. Railtown operates former Sierra Railway steam locomotives.

38 minutes — Order No. SRR

Vermont Rail System

Vermont Rail System

In 1997, three Vermont shortlines join to form the Vermont Rail System. Formerly known as the Vermont Railway, the Green Mountain Railroad, and the Clarendon and Pittsford Railroad, This new affiliation offers both freight and passenger service.

60 minutes — Order No. VTRS

Steam Returns to Vermont

In late July and early August 1998, New York, Susquehanna & Western 2-8-2 #142 traveled to Vermont to power the Green Mountain Flyer between Bellows Falls and Chester. It was the first public excursion headed by steam power in Vermont since 1983, and it was reason for celebration.

40 minutes — Order No. SRVT

California residents add 8.25% for sales tax.
For 1 to 4 tapes add $6.00 for shipping and handling.
Free shipping with the purchase of 5 or more tapes.
Check or Money Order
All Major Credit Cards Welcomed

Machines of IRON

Post Office Box 2288, Glendora, CA 91740

All tapes
$19.95 each
Order toll free
1-888-203-9330

Books and Videos at Great Prices!

New Books

ALTAMONT PRESS TIMETABLES	
Mountain Plains Region No. 3	$12.00
COLORADO RAILROAD MUSEUM	
Santa Fe In the Intermountain West	$39.50
DPA-LTA ENTERPRISES	
1999 Locomotive Rosters	$23.95
FOUR WAYS WEST PUBLICATIONS	
1997 BNSF Annual	$35.95
1997 Union Pacific Motive Power Annual	$35.95
C&O Color Pictorial	$35.95
Great Northern Pictorial - Vol 5	$52.95
Northern Pacific Color Pictorial - Vol 3 *(Dec)*	$35.95
SP&S Color Pictorial	$35.95
HUNDMAN PUBLISHING	
BN's Northwest Passage.. *(due Dec)*	$47.95
KALMBACH PUBLISHING COMPANY	
Twilight of the Great Trains	$39.50
McMILLAN PUBLICATIONS	
Route of the Warbonnets .. [reprint]	$39.50
MORNING SUN BOOKS	
Alco Official Color Photography	$35.50
CGW Color Guide to Frt and Pass Eq	$35.50
Maine Central in Color	$35.50
Santa Fe-All the Way - Vol 1 *(due Nov)*	$35.50
Trackside: Albany, New York Area . *(due Nov)*	$35.50
Trackside: Baltimore and Ohio	$35.50
Trackside: East of the Hudson	$35.50
Trackside: Erie Railroad	$35.50
Trackside: New Haven .... *(due Nov)*	$35.50
Trackside: New York Central	$35.50
Trackside: Union Pacific	$35.50
ROBERT P. OLMSTED	
Big Guys-UP's Largest Locomotives 1949-1997	$36.50
SHADE TREE -CENTENNIAL	
Rio Grande Diesels - Vol 3	$25.95
SIGNATURE PRESS	
Great Northern Lines West	$43.95
The Santa Fe Route: RR's of Arizona-Vol 4	$52.95
STEAM POWERED VIDEO RAILROAD ATLASES	
Pacific Northwest	$22.00
SUNDANCE BOOKS	
Rio Grande Southern Story - Vol 7	$57.50
TLC Publishing	
New Haven RR in the Streamlined Era	$28.50
Western Pacific Locomotives and Cars	$20.95
WITHERS PUBLISHING	
Norfolk Southern Loco Directory 1998	$12.95
WHITE RIVER PRODUCTIONS	
Chesapeake & Ohio - Vol 1 .. *(due Dec)*	$44.50

New Videos

BIG E PRODUCTIONS	
24 Hours at Brea-Crossroads of CR (2 tapes)	$45.95
24 Hours at Gibbon Jct (UP) . (2 tape set)	$45.95
Conrail's Spectacular River Line	$27.95
The Trains of Horseshoe Curve . (2 tapes)	$41.95
CATENARY VIDEO PRODUCTIONS	
Pacific Electric-Remembering the Red Cars V2	$34.95
CHARLES SMILEY	
Great Shortlines West	$23.95
CLEAR BLOCK	
Vignettes of the B&O, Vols 3 and 4	call
GOODHEART PRODUCTIONS	
Steam on the Wisconsin Central	$23.95
GREEN FROG PRODUCTIONS	
Best of CSX	$16.95
Conrail's Big 4	$23.50
Top Frog - Vol 6: Chama to Durango (D&RGW)	$12.95
Top Frog - Vol 7: The CB&Q	$16.95
GREG SCHOLL VIDEO PRODUCTIONS	
Chased by a Steam Train - Vols 1 and 2, ea	$22.95
HIGHBALL PRODUCTIONS	
A Salute to Conrail	$23.50
Highball Over Cajon	$23.50
Mullan Pass	$23.95
Supercab: Evolution of the Supercab Loco	$19.95
Superfleet and Sagebrush (BNSF in Arizona)	$28.50
Tripple Track Main (UP in Nebraska)	$28.50
Union Pacific on the Sunset Route	$28.50
MARK 1 VIDEO	
Lackawanna Steam - Vols 1 & 2	call
MACHINES OF IRON	
Northwestern Pacific - Vol 1	$16.95
PENTREX	
All Aboard Series-Vol 1 (AT&SF and PRR)	$4.95
All Aboard Series-Vols 2 thru 7, each	$17.50
California Electric Trilogy-Key Sys, PE, Sac Nor	$23.95
Those Incredible Alcos-Vols 1, 2 and 3, each	$23.50
PLETS EXPRESS	
Trains of the Elgin, Joliet and Eastern	$31.95
REVELATION AUDIO-VISUALS	
Big Bear: Ontario Northland in Summer	$19.00
SUNDAY RIVER PRODUCTIONS	
The Complete Electrified Milwaukee	call
TRAINS MAGAZINE	
On Location - Canadian Crossroads	$22.95
On Location - Conrail in New England . (Nov).	$22.95
On Location - Powder River Showdown	$22.95

Postage & Handling

United States: $4.50 per order (no charge for US orders over $125 when shipped at one time to a single address.) **Canada and International:** $6.00 for first item; $2.00 for each additional item when shipped to a single address.

US and Canadian Credit Card Orders: (800) 344-1106
Information: (303) 456-4564 • Fax: (303) 456-2049
Email: FP45@AOL.com

McMILLAN PUBLICATIONS, INC.
9968 West 70th Place
Arvada, Colorado 80004-1622

Colorado Residents add 7.50% Sales Tax
US and Canadian customers call (303) 456-4564 or write for a free book and video list

Jeff Terry

FORMER DULUTH & NORTHERN MINNESOTA 2-8-2 No.14 is at Lakeside, Minnesota, on the North Shore Scenic Railroad with it's first public excursion of the 1998 season on August 21st. In a few minutes the 14 will continue up the line to Two Harbors, then return to Duluth late in the evening. This was the first of six roundtrips pulled by the engine to Two Harbors, the last of which operated on October 3rd. Future operation of the locomotive is doubtful and the the engine is now safely stored at Duluth.

Museum, has been using one of several NW5 diesels to pull its weekend excursion trains that depart from Osceola, Wisconsin. Due to increasing ridership, the O&StCV began looking for a larger diesel in 1997 and eventually purchased Wisconsin Central GP7 4159 (originally CRI&P 1223 constructed in November 1951). Heavily rebuilt by the Rock over the years, the 1223 was sold to the Chicago & North Western in 1981 and was renumbered 4159. That number was retained when C&NW sold the unit, along with several other GP7s, to Fox River Valley in 1988, and the Geeps became property of Wisconsin Central when the FRV was acquired by that road in 1993. The Minnesota Transportation Museum finalized purchase in July 1998 and the unit was moved to Osceola in mid-August.

After much debate among museum members, the decision was made to paint the 4159 into Soo Line colors in an effort to replicate its early diesel-powered passenger trains that operated on the Soo out of Osceola. The unit similar to those that operated on the Soo out of Osceola. At one time the railroad owned nine GP9s, numbered from 550-558, that were used mainly in local passenger service. The 4159 was renumbered "559" as a continuation of this number series. Before being shipped to Osceola, the 559 received her new colors at the Wisconsin Southern paint shops. The unit is now in the original Soo maroon and yellow paint scheme, with yellow "Soo Line" lettering on the long hood and a yellow band along the frame which widens into the familiar Soo "pine tree" on the short nose.

The GP7 was placed into service on the O&StCV shortly after delivery from WC. It is now the primary motive power on the line and will be alternating duties with NP 2-6-0 328, which runs on select dates. For more information on the Osceola & St. Croix Valley and their equipment see Tom Kelcec's "Soo Steam Spectacular" in the November '98 R&R.

Short-lived Mikado revival

Former Duluth & Northern Minnesota 2-8-2 No.14, owned by the Lake Superior Railroad Museum of Duluth, Minnesota, was recently repaired and granted a 90-day flue extention in order to operate over the Duluth & Northeastern Railroad at nearby Cloquet, which requested the use of the Mikado in conjunction with the railroad's 100th anniversary in August. Restored to operation in 1993 and last run in 1996, the museum performed needed repairs to the 14's boiler for the August 8, 1998, shuttle runs around Cloquet. After the special trips, the museum decided to take advantage of the 14's flue extention and sponsored three weekends of special excursions in August, September and October over the North Shore Scenic Railroad using the Mikado and several ex-Burlington Northern executive fleet coaches, the Union Pacific diner *City of Los Angeles* and an ex-Southern Pacific heavyweight observation car. The trips operated between the Duluth depot and Two Harbors over the former main line of the Duluth & Iron Range Railroad, built in 1886. The line was later acquired by the Duluth, Missabe & Iron Range and is now the excursion route of the North Shore Scenic.

After the trips, No.14 was placed back in storage and future operation appears very doubtful — an expensive overhaul of the boiler and running gear is required if the 14 is to ever steam again, and the museum has no plans to rebuild the locomotive at this time. The North Shore Scenic normally uses a former C&NW Rail Diesel Car, Great Northern SD45 No.400 *Hustle Muscle* or recently donated DM&IR SD18 No. 193 to pull the weekend trips to Two Harbors.

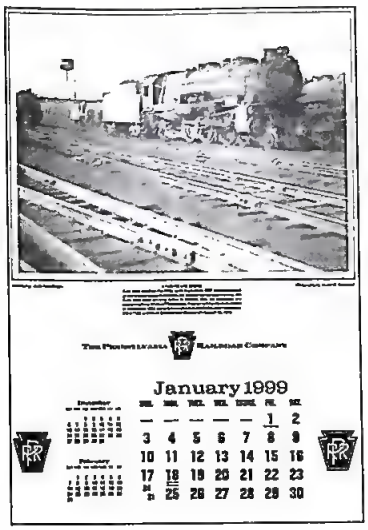
PLEASE SEND correspondence concerning LINESIDE LEGACY directly to Jeff Terry, 1930 Burns Avenue, Apt. 108, St. Paul, MN 55119 or e-mail *lineside@railfan.com*. Please send any photos directly to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860.

RAILROADIANA

by STEVE BARRY

What's new?

A tradition that had fallen by the wayside (temporarily, as it turns out) has been revived by Audio-Visual Designs. Making its return in 1999 is the **All Pennsy Calendar,** which in the past has featured the photography of Don Wood. This new edition features the work of David R. Sweetland and J.W. Swanberg, and it's a beauty. The 16"×22" calendar hangs on the wall with 12 tear-off sheets. Each sheet, which is heavy pebble grain paper, features an 11"×14" black & white image. Scenes includeK-4s at the



roundhouse in Camden, New Jersey; B1 electrics at the station in Harrisburg, Pennsylvania; an Alco C425 at East Cincinnati, Ohio; a GG1 at Enola and more. The calendars sell for $9.00 each (many "back issues" available) plus shipping. For details contact Audio-Visual Designs, P.O. Box 977, Herkimer, NY 13350-0977 or e-mail them at *audio-visualdes@juno.com.* Seeing the new All-Pennsy calendar is like welcoming back an old friend.

Last of steam in Canada

Steam at Allandale, by Ian Wilson, published by Canadian Branchline Miniatures, P.O. Box 2565, Orillia, Ontario, L3V 7S6; phone 705/327 5397 (e-mail *iwilson@bconnex.net*). Hardcover, 192 9"×11½" pages, $54.95 Canadian, $39.95 U.S.

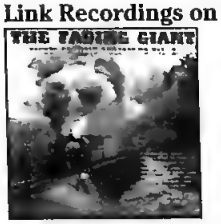
Back in the late 1950s an ambitious railfan could uncover true rural steam railroading in Canada long after it had vanished from most of the United States. And a favorite haunt of these photographers was the Canadian National's lines north from Toronto to Allandale, Orillia and North Bay. The focal point of this Ten-Wheeler, Pacific and Mikado country was Allandale, Ontario, where the lines from Hamilton and Toronto converged with a westward network of branch lines and the main stem to North Bay.

Ian Wilson has gathered a wonderful selection of black and white images — and 16 pages of color — from photographers like John Rehor, Robert Sandusky, Howard Ameling, Jim Shaughnessy, John Walsh, Ray Faux, Alan Crompton and Harold Kinzie (thanks to collectors like Carleton Smith, Jim Brown, Dave Shaw and numerous others) and organized them in an attractive and intelligent package to tell the story of the last years of steam in this part of Canada. Wilson is a modeler and a storyteller, and he brings the photos to life with text describing the action while organizing the photos in logical and interesting segments, emphasizing the strikingly artistic shots but not overlooking the important contextual ones. He crops the photos to retain the "settings" and augments the pure action views with interesting shots of stations, equipment and facilities. Maps and diagrams of individual yards and towns inform without interfering with the artistic presentation of this very handsomely designed book. The motive power ranges from 0-6-0s to 4-8-4s and some really weird gas electrics (as well as a very few appropriate diesels), while the medium/small power like Pacifics and Ten-Wheelers dominates.

In addition to the entertaining text and top-notch photos, the book contains a "Modellers' Appendix" that puts into pure data form details of traffic, locomotive assignments, local industries and typical train consists and on-line duties. This alone is an awesome and invaluable piece of research material. The photo reproduction ranges from good to excellent with an average of "very good," with the photos and text very cleanly laid out on heavy gloss paper.

It would be difficult to put together a book that better depicts a particular railroad than this one — it entertains and informs with grace and style. And the subject matter is as earthy and basic as steam railroading can get. Take a bow, Mr. Wilson; you deserve it — *JIM BOYD.*

Link Recordings on CD



The Fading Giant — Sounds of Steam Railroading, Volume 2, by O. Winston Link Railway Productions, 4920 Buckhorn Road SW, Roanoke, VA 24014;. 80 minutes of compact disc audio, $20.00 postpaid.

A classic has returned. Back in 1958 the 12-inch vinyl "High Fidelity" LP record of *The Fading Giant* was one of the finest steam recordings that had been made to date — and to this day, the final sequence of the N&W Class J 4-8-4 arriving and departing Rural Retreat, Virginia, on Christmas Eve of 1957 to the sound of carols being played on nearby church bells is still one of the greatest pieces of rail recording ever done.

Quality Railbooks Since 1976

All color books (48 pages each)
Now 3 titles.....NEW !

Anthracite Country Color.....$19.95

by Gerard Bernet...a 48 page color pictorial of RDG, CNJ, LV & PRR in the Keystone state's coal region featuring the works of Bruce & Arch Kantner.

A Colorful Look At: The Chicago North Western
by Gerard Bernet.....$19.95
80 photos show the CNW in the last 30 years in this brief look at the railroad.

A Colorful Look At: Conrail's SD-40 and SD40-2's
by Gerard Bernet.....$19.95
66 views of both action and roster shots.Complete roster and mechanical specs. are done in chart form.

PTC Rails...by Kramer & James.....$21.95
104 pages with over 200 B&W photos and illus.
An in depth look at Phila. trolleys before SEPTA

The Hard Coal Carriers: by Gerard Bernet
Vol. 1 - "First Generation Geeps".....$19.95
80 page with 11 color and 119 B&W photosof GP7, 9 & 18's of EL, Erie, DLW, CNJ, LV and RDG.
Vol. 2 - "Camelback Twilight".....$19.95
96 page 130 B&W photos on Jersey Central passenger camelbacks.

Change At Ozone Park.....$18.95
by Herbert George
Pennsy K-4's Remembered.....$ 6.95
by Frederick Kramer
The Handsomest Trains In The World.....$15.95
By Greenberg & Kramer (LV Psgr trains)
The Morristown & Erie Railway.....$ 8.95
by Bob Pennisi
Lehigh Valley Railroad Passenger Cars.....$13.95
by Mickey & Warfel
26 Miles To Jersey City.....$ 8.95
by Pete Komelski (CNJ stations)
Railroad Stations Of New England Today
V-1 Boston & Maine.....M. Beauregard.....$ 7.95
Rock-A-Bye-Baby....T. Taber.....$ 11.95
NJ's Rockaway Valley Railroad

BELLS & WHISTLES Publ. (by Fred Kramer)
Anything But Steam.....$10.00
Birney Car Panorama..... 8.95
Fairmount Park Transit.....(Phila.)..... 6.95

PHOTOGRAPHS.....$ 3.00 each
Our catalog lists over 5,500 different steam, diesel, electric & trolley photos printed on 8x10 paper. Catalog also lists books & videos of other publishers and misc. railroadiana.....$1.00 (free w/order)
ORDERING INFO: Orders under $25.00 add $2.00 P&H. NJ residents add 6% sales tax. Foriegn orders (Check must be drawn on U.S. bank & in U.S. funds) add 10% for shipping (minimum $5.00) allow up to 4 weeks for delivery. Dealer inquiries invited.

Dept. 101
P.O. Box 114
Flanders, NJ 07836

RAILROAD AVENUE ENTERPRISES

Great Vintage Videos from Herron Rail!

Lower Prices - Same High Quality!

NEW and In Stock! Steam & Diesel on NKP Vol. 2

Item 034.2 Donald J, Krofta's 1950's 16mm film of NKP from Bellevue to Erie with Berkshires, Mikados, PA's, and more! Great action, Stereo, real NKP sound, Narrated just $39.95!

MID-AMERICAN RAILROADS

016 GLORY MACHINES OF THE GTW.. Steam with a few diesels in 1950-s + 5629 Chicago excursion. $34.95

018 MID AMERICAN GLORY - ILLINOIS CENTRAL RR Action packed film of ICRR from 1940's-1970's with steam, diesel and electrics. Rare footage! $39.95

021 L&N DOUBLE FEATURE...2 company promotional films: The Old Reliable and The General's Ribbon $39.95

022 REFLECTIONS OF THE L&N....Steam & diesel from 1940 to the early 1970's. Passenger, Derby, Freight $39.95

023 STEAM & DIESEL ON THE B&O Don Krofta's great study of B&O in Ohio, 1955 - 1963. Fabulous footage! $39.95

027 CHICAGO, 1970...All diesel from 16mm film of most Chicago area railroads between 1969 - 1972. $39.95

WAR-002 CHICAGO & NORTH WESTERN by Bill Warrick Documentary with much rare footage of steam and diesels. A very popular tape with high praise! $39.95

WAR-004 PRAIRIE RAILS by Bill Warrick. A look at several midwestern lines in steam & diesel. Many fallen flags with very rare footage of steam and diesel action. $39.95

WESTERN RAILROADS

025 NARROW GAUGE GLORY VOL. 1 D&RGW 3ft ga 1939 - 1960 with emphasis on freight. Also regular service passenger trains. Bonus RGS segment. $39.95

031 COLORADO GLORY D&RGW standard gauge from 1930's - 1970's. Stunning scenery and streamliners! $39.95

035 RAILS WEST Don Krofta's great all diesel coverage of several western lines in the late 1960's. Beautiful! $39.95

ADDED ATTRACTIONS

GCRY GRAND CANYON STEAM SPECTACLE Better than Pentrex's tape, with vintage and modern coverage. Cab rides on 4960, 18 and Alco diesel. 90 minutes for just $29.95

WAR-004 AMERICAN STANDARD 4-4-0 by Bill Warrick A look at many 4-4-0's from the past and present. $29.95

ADD $4.00 P&H for 1 Tape, $1.00 for each additional tape
Florida & Pennsylvania residents add 6.5% sales tax

Phone orders (Visa, MC):
1 (800) 783-3886
Mail Checks or Money Orders to
2016 N. Village Ave.
Tampa, FL 33612
WEB ADDRESS: http//www.rrhistorical.com/hrv

A treasured copy of the 1958 original record is still played every Christmas Eve on my personal household edition. The Fading Giant has been out of production and unavailable for more than a decade, but it is now available as a digitally remastered and expanded Compact Disc — considered *The Fading Giant — The Director's Cut*, as they would say in the laserdisc business.

Until this CD came out, I never realized that *The Fading Giant* had not been recorded in stereo, so even digital remastering could not produce a stereo "image" from the original tape. But comparing the vinyl record and new CD side-by-side through my system, the CD has a much cleaner overall sound and much greater bass response. The space available on the CD permitted much more of Link's original tape to be included in the final product; the Side A rides aboard two trips of *The Cavalier* behind Class J's was expanded from 27 minutes to 45, and Link's conversations with his assistant Tom Garver and N&W public relations man Ben Bane Dulaney (missing from the vinyl version) are included, giving the listener a more intimate feel of riding the train with Winston himself.

This is not just a typical fantrip "stack talk" recording but a "sound picture" of a ride behind real, working steam on the main line of the N&W between Roanoke and Williamson. The first segment, made on June 1, 1958, has ten-car Train 15 westbound along the New River behind J 611 — the only known in-service recordings of this soon-to-be most famous of all the N&W 4-8-4s — and returns east on Train 16 with the 605. This is real steam-era passenger railroading with no runbys of false whistle bravado.

What had been Side Two on the vinyl picks up with a series of sequences at the Bristol, Virginia, roundhouse on January 1, 1958, as 4-8-2 104 gets serviced and spun on the turntable. Then it's out to the legendary Abingdon Branch with 4-8-0 382 hammering past the general store at Husk, North Carolina, where its melodious whistle is responded to with howls by Jimbo, the resident hound. More sequences on the Abingdon Branch follow, before the recording concludes with the Christmas Eve segment at Rural Retreat. And the CD has at least four additional Christmas carols rendered on the chimes of the Lutheran Church by Mrs. J.E. Dodson before *The Pelican* arrives behind J-class 603.

This CD comes with a 28-page booklet of liner notes containing Link photos and the original Ben Bane Dulaney text, seamlessly updated by Winston's longtime friend and assistant Tom Garver. All the sequences are detailed and illustrated, to make this recording and booklet a complete experience in steam railroading. It's wonderful to have this national treasure preserved so

Railfanning is:

Imagining the "whir" of a semaphore motor as a target signal changes indications.

ps[illegible]y in the consumer disc format. — [illegible]

Calendar call

Each year we look forward to receiving a big box of calendars from Cedco Publishing. This year our box showed up and, boy, what goodies we found inside.

Let's get the fine print out of the way first. Each of the following calendars folds out to 12"×24" and costs $12.00 each for one, $10.00 each for two, $9.00 each for three or more or buy five and get a sixth one free. Shipping is $3.00 for the first calendar and $1.00 for each additional calendar up to a $10.00 maximum. Residents of California add 7.25% tax, New York add 8.25% tax and Nevada add 7% tax. Calendars can be ordeed from Cedco Publishing Company, 100 Pelican Way, Dept. 9500, San Rafael, CA 94901; Visa and Mastercard users can call 800/233-2624 or you can shop online at *www.cedco.com.*

Three calendars are devoted to individual railroads, and we'll start with the **Santa Fe Railway 1999 Calendar,** which features scenes such as 4-8-4 3751 at night in Bakersfield, an A-B-B-A-A-B-B-A set of F-units at Sullivan's Curve on Cajon Pass, a Dash 9-44CW leading a freight in Arizona's Crozier Canyon and more. The **Pennsylvania Railroad 1999 Calendar** contains scenes such as a U25B and GG1 meeting at Frankford Junction in Philadelphia, Baldwin Sharks on the Middle Division, a Mikado leading a freight out of Hagerstown, Maryland, and more. The third "single railroad" calendar is the **Southern Pacific 1999 Calendar** which includes 4-8-4 4469 in Bakersfield, a pair of Trainmasters at Bayshore Yard, AC4400s on Tennessee Pass and more.

Two calendars are devoted to railroad art, with two of the best-known railroad artists featured. **Howard Fogg's Trains 1999 Calendar** has paintings of Challenger 3985 in a Wyoming snow storm, Rio Grande F-units in the Rockies, an SP Cab-Forward in Oregon's Siskiyous and more. Watercolor artist Ted Rose is featured in the **Images of Railroading 1999 Calendar,** with all steam scenes such as an Erie Pacific in the snow at Meadville, Pennsylvania, Frisco 4-8-2 1522 stomping through Missouri, a Texas & Pacific 4-6-0 racing through Louisiana and more. Also available from Cedco is the **An American Journey 1999 Calendar** featuring many non-rail scenes as painted by Ted Rose.

Those Magnificent Trains 1999 Calendar, Cedco's flagship calendar, amrks its 20th anniversary this year with scenes such as Norfolk & Western J-class 611 steaming through Ingleside, West Virginia, a Canadian Pacific GP9 sloshing off the car float at Slocan City, British Columbia, Erie Mining F-units in Minnesota and more. The **Canadian Trains 1999 Calendar** contains a Canadian National freight in the snow at Boston Bar, British Columbia, VIA's Skeena next to CN power at Jasper, Alberta, BC Rail RDC's at Lillooet, British Columbia, and more.

Two calendars are devoted to streetcars, namely the **American Streetcars 1999 Calendar** and **Red Cars Yellow Cars 1999 Calendar,** the latter devoted to the Pacific Electric. Rounding out the Cedco calendars are the **Colorado Narrow Gauge 1999 Calendar** and the **Trains 'Round the World 1999 Calendar.**

Now Available - Exclusive USA Distributor!
WORLD GAZETTEER OF TRAM, TROLLEYBUS & RAPID TRANSIT
PART 4: NORTH AMERICA
• Total 368 pages, 8.25x5.8" Card Cover
• 117 pages listing 1,830 tramways in USA by State and 83 in Canada by Province.
• Lists all trolleybus & rapid transit systems
• 113 pgs of maps - nearly 300 location maps • 151 black &white illustrations including many little-known systems • 18 pages of Bibliography • 9 Tables of North American & World Stats
$25.00 includes shipping
Canada & South America add $4.00
DEALER INQUIRIES WELCOME!
Ron's Books
celebrating our 10th anniversary
PO Box 714, Harrison, NY 10528
(914) 967- 7541 11AM to 10PM EST
FAX (914) 967-7492 24hrs.
"Your One Stop Book & Video Shop"
Discount Prices & Never a Shipping Charge within the U.S.
e-mail: RonsBooks@aol.com Coming soon: Ron's website

CATENARY VIDEO PRODUCTIONS
THE FINEST IN HISTORICAL VIDEOS OF TRACTION, LOGGING AND MAIN LINE RAILROADING!
(Send #10 SASE For Flyer Of Current Tapes)
Catenary Video Productions
Toll Free: 800-343-5540
FAX: 201-652-1973
Mail: 22-D Hollywood Ave. Ho-Ho-Kus, NJ 07423
Please enclose $4 S&H first tape; $1 ea add'l
Calif. Residents add 8.25% Tax
VISA & Mastercard Accepted

SPECIAL SAVINGS!

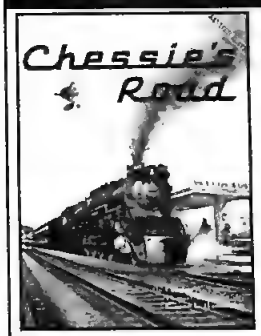
1999 Calendars Available

Chessie Calendar Now in the 65th edition, the most famous railroad calender ever. Our theme for 1999 is Chessie and the Trains, with 11 superb full color views of Chessie and the various train scenes from 1936 to 1960. This will be one of the best loved and most nostalgic of the series, and makes an ideal gift for almost anyone! Beautiful! Order yours today.

C&O Calendar This year's calender is a look at the C&O in the transition period of the 1950s through the mid 1960s. 13 great color photos covering all geographical areas of the railroad. Something for everyone in the excellent appointment-style calendar! Superb laminated covers with many historical dates shown. This calendar is more than worth the price for the photos alone. Folds out to 11" x 17".

Only $9.95 +$3.00 S/H each or
Order both for $17.95 + $3 S/H

C&O Books

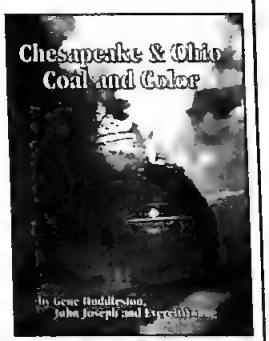


Chessie's Road. Great History!

The only complete history of the C&O from 1836 to 1993. 325 pages with over 300 photos, maps and illustrations. The corporate history amplified by chapters on locomotives, rolling stock and the principal predecessors of the C&O: Hocking Valley and Pere Marquette Railways. Acclaimed by reviewers as superb history.

Only $36.95 plus $4 S/H

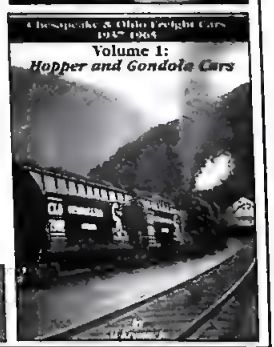
Chesapeake & Ohio, Coal and Color



ALL COLOR, 128-pages, 190 beautiful color photos, hardbound, with text by Gene Huddleston, one of the foremost C&O historians, assisted by superb photography of the co-authors and others, 1950s-1990s, with emphasis in the 1960s-80s era. Lots of superb color photos of C&O coal trains, terminals, mines, etc., in the West Virginia, Kentucky, and Ohio coal fields. An outstanding historical summary of this area accompanied by these never before published color photos. Ideal for the C&O fan, modelers, and people interested in these states.

Was $39.95+ $4 S/H, ***Now Only $ 25.95 + $4 S/H***

Chesapeake & Ohio Freight Cars, Volume One Hoppers and Gondolas



Hardbound, 208 pages, 220 photos and 130 drawings. Encyclopedic treatment. Diagrams and builder photos of every class along with roster data, retirement dates, paint schemes, special appliances, service history, and statistics on every one of C&O's hoppers and gondolas, as well as background on C&O's coal service. AN UNCOMMON BARGAIN!

Was $29.95+ $4 S/H, ***Now Only $ 21.95 + $4 S/H***

Send For complete full color catalog featuring many books, Chessie items and other memorabilia.

ORDER FROM: CHESAPEAKE & OHIO HISTORICAL SOCIETY • DEPARTMENT RF
P.O. BOX 79, CLIFTON FORGE, VA 24422 • 1-800-453-COHS OR FAX ORDERS TO 1-540-863-9159
VISA/Mastercard or American Express • Virginia Residents Add 4.5% State Sales Tax

Possible Clues in the *Sunset Limited* Wreck

DURING THE WEEKEND OF OCTOBER 10-11, 1998, FBI agents and Arizona law enforcement discovered potential new evidence in an abandoned mine shaft which they hoped would help zero in on whoever was responsible for the October 9, 1995, derailment of Amtrak's westbound *Sunset Limited* near Saddle, Arizona. As reported in detail in the January 1996 R&R, the pre-dawn wreck was the result of deliberate sabotage to a stretch of track on Southern Pacific's sparsely-traveled Phoenix Line in the remote Gila Bend Mountains, some 60 miles west of Phoenix. Sections of rail were disconnected and spikes were removed, and a set of jumper wire was installed across the break to prevent nearby ABS semaphore signals from warning any approaching trains of the gap in the track. The vandalism sent four of the *Sunset Limited*'s twelve cars hurtling off a bridge and into the dry bed of Quail Spring Wash. An Amtrak sleeping-car attendant was killed, and nearly 100 others were injured. A written note found at the scene claimed the sabotage was carried out by some sort of militant, anti-government group.

During the past three years, the FBI's investigation seemed to be following dead-end leads. In December 1995, a California man was questioned and his home searched, but he was never formally charged. In July 1996, when twelve members of the Viper militia group were arrested in the Phoenix area on the suspicion that they were plotting to blow up a Phoenix federal building, rumors circulated that the Vipers may have been involved with the Amtrak wreck. Again, no evidence was found to formally charge these suspects for the derailment. Little else was heard about the investigation until September 1997, when the FBI's Phoenix office accidentally faxed a memo to several news agencies. The fax, which was intended to be sent to the U.S. Attorney's Office in Phoenix for routine documentation, named a suspect who had already been questioned and was found to have an alibi and several witnesses to support it. The unintentional release of the fax to the media only added to the growing belief that the FBI's investigation was getting nowhere.

When asked if any of these suspects have been cleared of the crime, FBI spokesperson Susan Herskovits in Phoenix said, "We can't comment at this time." But, Herskovits was able to provide R&R with more detail on the FBI's October 10-11th search of an 800-foot, vertical mine shaft about 35 miles north of the derailment site. She said "interviews and other investigations" led the FBI to the mine shaft, and what they found were "three cars and parts of a sand rail, or parts of multiple sand rails," piled one on top of the other. The sand rail Herskovits referred to is a type of dune buggy designed specifically for high-speed desert travel. Also found in the mine was a tool described by Union Pacific spokesman John Bromley as "a pry bar," (an AP news story called it a "J-hook") which authorities believe could have been used to remove the railroad spikes. Herskovits stressed cautiously, "We're not sure if any of this is linked to the derailment," and she could not comment on whether the vehicles were leading the FBI in the direction of any new suspects.

Amtrak director of public affairs Cliff Black told R&R that the FBI had not contacted him about this new evidence, but said that Amtrak has not been directly involved with the investigation anyway. UP's John Bromley said that his railroad had special agents following the case, but those agents, like those at the FBI, were awaiting further examination of the abandoned vehicles before they could report anything conclusive.

It may, or may not, be coincidental that on October 9, 1998, — the third anniversary of the *Sunset Limited* derailment, and the day before the mine search — the FBI increased its reward for information leading to an arrest to $320,000. Susan Herskovits said anyone with such information can phone the FBI's toll-free hotline at 800/655-1514. Stay tuned — ***BRUCE KELLY.***

A ONCE-IN-A-LIFETIME PHOTO OPPORTUNITY took place in far northern Maine in late September. The Bangor & Aroostook Railroad, which is back in the passenger excursion business, operated this fall foliage train using two Amtrak FL9 locomotives as well as six GO (Government of Ontario) cars used in the Toronto area transit operation (**below**). This marked the first time that Amtrak and GO had appeared in northern Maine together and was probably the last. The GO cars have been sold by Ontario to an upcoming transit system in Texas. The new owners do not yet have the space to store the cars so they have been used on the BAR — ***BRUCE OWEN NETT.***

Bruce Owen Nett

NYC and PRR Influence Growing

THE CONRAIL FREIGHT CAR RESTENCILING PROJECT IS UNDER WAY. To minimize disruptions for customers and field operating personnel, Norfolk Southern, CSX and Conrail have implemented plans to restencil 12,000 of the 16,000 freight cars allocated to New York Central Lines, a wholly owned subsidiary of Conrail, with NYC reporting marks. The NYC reporting marks will be assigned to CSX effective the closing date. Freight cars allocated to Pennsylvania Lines, also a wholly owned subsidiary of Conrail, will retain their existing marks and paint schemes. These cars will not be restenciled. All reporting marks other than NYC will be assigned to NS effective the closing date, tentatively set for April 1999.

Also, as part of the Shared Assets Area (SAA) plan, the operation of current Conrail facilities in the New York Metropolitan area at Croxton, Portside and E-Rail will be transferred to NS. CSX will operate the intermodal facilities at South Kearny, North Bergen and an American President Lines intermodal facility that NS will also be permitted to serve. The ExpressRail facility at the New York-New Jersey port will be open to both railroads and operated as part of the SAA.

Canadian Pacific Railway Open House

CANADIAN PACIFIC RAILWAY HELD AN OPEN HOUSE at its former Milwaukee Road St. Paul Shops on September 26, 1998, for employees of the Soo District who work out of the Twin Cities Terminal. The occasion was the unveiling of CP's newest locomotives, General Electric AC4400CW's that have been purchased specifically for use on the former Soo Line territories in Minnesota, North Dakota, Wisconsin and Illinois. Although CP purchased many AC4400s beginning in 1995, these had worked in Canada exclusively and had not been seen on the Soo District. The 60 new units are numbered in the 8500 series (the Canadian units are numbered in the 9500 and 9600 series). Several of these new units were on display outside the St. Paul shops during the open house, including 8523 at the main entrance, 8522 displayed with open hood doors and 8525 inside the heavy repair shop opened up for cab tours. The 8500s are the first GE locomotives to work on the Soo since the road retired ten U30C's in 1984.

Besides the new AC4400s, there were many other CP and Soo Line locomotives displayed around the shop complex, and at the new fueling facility which opened in August 1998. Inside the heavy repair shop visitors could look at the internal components of MP15AC No.1533, which still wears faded Milwaukee Road orange and is scheduled to be rebuilt and renumbered into the 1400-series. The MP15s are currently the workhorses of St.Paul yard as they can be found on most switch jobs and in hump service. Also in the shops for repairs were Soo Line SD60s Nos. 6008, 6057 and SD40-2 No.6620.

Outside on display were MP15 No.1404, SD60 No.6060 (one of a group of five SD60s that are the last new power purchased by the Soo

Jeff Terry

Line before the AC4400s and until now, the only locomotives on the road with safety cabs), and AC4400 No.8522 (**above**). In addition, two of the oldest diesel locomotives still in service on any Class One, Soo Line GP7s Nos. 378 and 383 were on show. Also present was rebuilt GP9 No.8270 (ex-Soo 2411). Family activities and great food helped to round out the open house. — *JEFF TERRY.*

FM/Alco Update

WHEN FAIRBANKS-MORSE SOLD THE ALCO LOCOMOTIVE CHASSIS business to National Railroad Equipment Company last June, the groundwork was laid for the return of new 251-engine-powered locomotives to the nation's rails. NREC was also appointed exclusive global marketing representative for Alco locomotives. Thus, the new 251 locomotive building team was almost complete. Fairbanks-Morse will build the 251 prime movers in Beloit, Globe Turbocharger of Reno, Nevada, will build the turbochargers and NREC will build the chassis and assemble the components. The only missing component is the electrical parts manufacturer. The electrical supplier will be selected soon and it will not be General Electric.

NREC will initially concentrate on supplying Alco parts to the international market. It is estimated that approximately 6000 Alco locomotives are at work on overseas railways. A new 251-powered domestic, mid-horsepower (2000-2500 HP) unit is being planned once FM begins producing 251 engines that meet the 2002 EPA emissions standards. FM is currently building very clean-burning opposed-piston diesels and should be able to transfer the technology from the OP line to the 251 line. FM is already building new 251 engines and parts for use in marine, locomotive and stationary applications. One recent 251 customer was the U.S. Coast Guard which ordered skid-mounted, 2100 h.p., 12-cylinder 251E engines coupled to Westinghouse generators for installation into the ice-breakers *Polar Sea* and *Polar Star*.

Several major national railways have been approached and expressed interest in a new, mid-range, 251-powered locomotive. Since the major builders, General Electric and General Motors, are no longer offering new mid-range locomotives for use in yard, branch line and medium-duty service, FM/Alco stands a good chance at success in filling this niche. Motive Power Industries is building 1500-h.p. units under an agreement with GM, but the majors are not directly competing in the mid-power range. A 4000- to 6,000-h.p., six-motor locomotive weighing in at 200 tons is not practical for local service, and the current roster of GP38s, GP40s and smaller U-Boats are getting old and uneconomical to run and maintain. It appears the market may be ripe for a new Alco and the new Alco team appears to have the expertise to bring one to the domestic market. Let's keep our fingers crossed — *WALTER A. APPEL.*

Canadian National Liquidates More Rail Lines

CANADIAN NATIONAL ANNOUNCED ON OCTOBER 9, 1998, that it has reached an agreement to transfer 364 miles of track located north of Jasper, Alberta, to Genesee Rail-One. The network, consisting of CN's Grande Praire, Grande Cache and Smoky Subdivisions, serves shippers in the coal, forest, industrial products and grain industries and transports about 50,000 carloads of freight traffic annually. The trackage begins 36 miles northeast of Jasper and runs north to Grande Praire, where the network splits, with one line running northwest to Hythe and another northeast to Tangent.

The southern portion of this line was formerly known as the Alberta Resources Railroad until 1992, when CN purchased it from the Government of Alberta. CN has also reached an agreement with the Government of Alberta to complete the financial aspects of this transaction with the Province.

The start-up of the new short line is scheduled to take place by the end of 1998, concurrent with the implementation of the CN-BC Rail bridging agreement, signed in May 1998 for grain traffic originating at Dawson Creek bound for Vancouver and Prince Rupert. The transfer of the Subdivisions will affect 56 CN employees, who have a number of options available under their collective agreements. Canadian National also transferred operations of its Avonlea Subdivision to Southern Rails Cooperative (SRCL) on October 1, 1998. The Avonlea Sub extends from Avonlea to Moose Jaw, Saskatchewan, a distance of 35 miles.

Since 1992, CN has sold or discontinued more than 6500 miles of secondary lines. CN has also positioned itself as a serious competitor in the North American market by buying out Illinois Central in order to capture more north-south traffic across the U.S into Mexico.

top: Brad McClelland, bottom: Bruce Schwierske

I&O Passenger Specials on the DT&I

The Indiana & Ohio Railroad ran a series of passenger specials over their former Detroit, Toledo & Ironton main on September 17, 18 and 19, 1998. The business special operated from Lima, Ohio, to Flat Rock, Michigan, on the 17th and Springfield, Ohio, to Lima the following day. Returning Saturday the 19th, was an employee appreciation special that operated Lima to Springfield and return. The train then returned to Cincinnati. Seen south of Quincy, Ohio, on the 19th, I&O GP40s 6763 and 6793 were hustling their train back to Cincinnati.

Double-tracking Underway on Wisconsin Central

Wisconsin Central is constructing a second track on Byron Hill in Wisconsin. Train 58 (**below**) was eastbound on the Hill (arguably the most photographed spot in the state) with GP30 703 in charge on September 4, 1998. The second track will connect Valley siding with the siding at Byron at the top of the hill. Once surrounding vegetation (and more trains) returns, this location will again offer great shots.

Gettysburg Geep Headed for Service

The Gettysburg Railroad released GP9 No.105 (ex-Delaware Valley Railway 105, exx-Octoraro Railway 105, exxx-Idaho, Northern & Pacific 105, exxxx-Huron & Eastern 105, nee-Central Vermont 4548) for service on September 18, 1998, after repairs and painting. The venerable Geep, has made the rounds (Gettysburg, Delaware Valley, and H&E were all owned by RailAmerica at one time). The Gettysburg Railroad operates Monday through Friday, but only runs the full distance from Gettysburg to the Conrail interchange at Mount Holly Springs, Pennsylvania, as needed. The attractive red and yellow unit (**top right**) was lensed at Biglerville, Pennsylvania, on a sunny Thursday, September 24, 1998.

Pee Dee River Railroad Geep Receives New Colors

The Pee Dee River Railroad has painted one of its former CSX GP16s (**right**) No.1797 (ex-CSX 1797, exx-Seaboard System 4751, exxx-Seaboard Coast Line 4751, exxxx- SCL 839, nee-Atlantic Coast Line 219) in an orange and white scheme. This is a departure from the previous Aberdeen & Rockfish-style blue livery that had been used on units that at one time had full PDRR paint. GP16 No.1842 (ex-CSX 1842, exx-SS 4796, exxx-SCL 4796, exxxx-SCL 975, nee-SAL 1795) is scheduled to be the next to have the new paint applied. As of September 7, 1998, motive power status on the PDRR was as follows: SW9 5081 (nee-C&O 5081) was on the Dunn-Erwin railroad; CF7 2594 and GP7u No.210 are out of service; CF7 2486 is in service and GP16 No.1800 (nee-ACL 215) is in service. The PDRR is a subsidiary of the A&R.

The *Empress* Receives a New Bell

During Railway Days, held in St.Thomas, Ontario, during late summer 1998, CP Rail RSD17 No.8921 (**right**), often referred to as the *Empress of Agincourt*, made a rare appearance outside the former Michigan Central shops. The Canadian one-of-a-kind RSD17 has received some exterior paint, new number boards and a bell since its acquisition by the Elgin County Railway Museum earlier this year.

Bodywork for NYS&W B40-8 4006

Following its involvement in a derailment on Canadian Pacific train 552-23, on June 26, 1998, at milepost 150 in Rockland, New York, (the sight of a washout) the fate of Susquehanna 4006 remained uncertain. However, CP decided it would have the leased unit rebuilt instead of paying NYS&W the $900,000 scrap value of the locomotive. Work on the 4006 will be done by Alstom in Montreal. The 4006 was photographed at St. Luc yard (**bottom right**) in Montreal, Quebec, a little more than a month after it went for its tumble.

Alleghe[illegible] Valle[illegible] Runs [illegible]ger Train

Wednesday, Sept[illegible]ember [illegible]8, marked the first ru[illegible] of a p[illegible]ger train by the Allegheny Valley Rai[illegible]d, a two-year old Conrail short line s[illegible]ff. With rebuilt GP10 No. 7559 (ex-C[illegible]ail GP10 7559, exx-Conrail GP9 7057, exxx-Penn Central GP9 7057, nee-Pennsylvania GP9 7057) for power, the train ran from the end of AVRR trackage in New Kensington, Penn., south along the Allegheny River to the old Strip District of Pittsburgh. The four-car consist (**top left**), seen at New Kensington shortly after picking up passengers, included the Wheeling & Lake Erie's observation car and three passenger cars from the Orrville Historical Society. Local area and AVRR officials are hoping that daytime light-rail vehicle passenger service can be initiated on the now freight-only, former Pennsylvania Railroad line.

Changes on the Barrie Collingwood Railway

CN's plans to abandon its Newmarket Subdivision between Bradford and Barrie, Ontario, will effectively cut rail access to the Barrie Collingwood Railway via CN. As an alternative, the BCRy is building an interchange track at Utopia, about seven miles west of Barrie, where it crosses the CP's Mactier Subdivision at milepost 50.89. On Saturday, September 5, 1998, Cando Contracting GP9s 1001 (ex-Ohio Central 94, exx-CSX 0594, nee-B&O 6594) and 1000 (nee-QNS&L 157) basked in the morning sun in Barrie (**middle left**). (Cando Contracting is the operator of the BCRy.) Tentative plans called for the eventual extension of GO Transit passenger service to Barrie, but fiscal restraints have put that project on hold. However, GO added a second train on the Bradford line in September 1998. It would appear to be shortsighted to remove this portion of the Newmarket Subdivision if the possibility of rail service being resumed within the next few years existed.

30-Year old Yellow Jacket C430s Still in Service

How rare it is to find two Alco Century 430s running on a Class 1 railroad. On September 5, 1998, New York, Susquehanna & Western Railway C430s 3000 (ex-Conrail 2050, exx-Penn Central 2050, nee-New York Central 2050) and 3006 (ex-Conrail 2056, exx-PC 2056, nee-NYC 2056) were switching cars in the former Delaware & Hudson Bevier Street yard in Binghamton, New York (**bottom left**). The 3000 and 3006 are the only two running, of five former New York Central C430s (purchased by NYC in 1968) that NYS&W purchased between August 1982 and January 1983 for use in stack train service. The other units, 3002 (nee-NYC 2052), 3004 (nee-NYC 2051), and 3008 (nee-NYC 2055) are no longer in service. The 3002 and 3004 were rolled over and subsequently scrapped after separate incidents in February 1987. The 3008 threw a piston rod in 1990 and was cannibalized for parts.

above and below: Kevin J. Holland

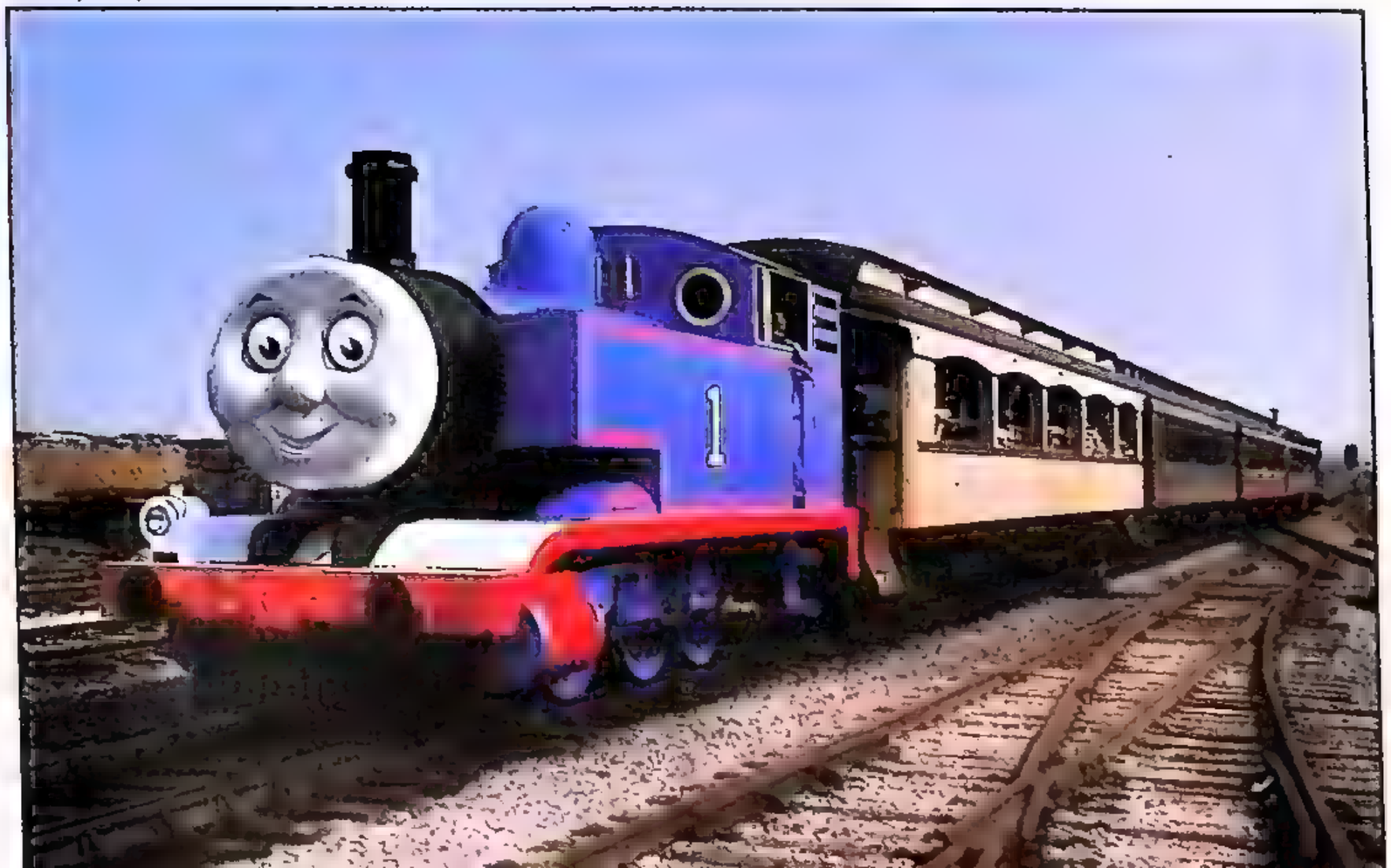
NKP Mikado No.587 Shines Nickel Plate Trackage

For the first time in over 40 years, a portion of the former Nickel Plate Road Indianapolis-Michigan City (IMC) Division felt the passage of a freight train powered by a genuine Nickel Plate steam locomotive (the line was officially dieselized in 1951). During a day-long excursion on September 19, 1998, operated by the Indiana Transportation Museum for the Nickel Plate Road Historical & Technical Society's annual convention, the Museum's restored NKP Mikado No.587 (Baldwin 1918) pulled a short train of vintage freight equipment on two southbound runbys through Atlanta, Indiana. According to Museum members, this also marked the first time in decades of excursion service that 587 had pulled a freight consist. The Museum's restored Nickel Plate "High Speed Service" caboose No.770 (**middle right**) brought up the hind end.

Anthony J. Diyenna

Thomas the Tank Comes to Strasburg

A "new" steam locomotive was put into service on the Strasburg Railroad over the weekend of September 19-20, 1998. Recently-acquired Porter 0-6-0 No.1 (originally Brooklyn Eastern District Terminal No.15) was rebuilt by Strasburg's shop forces into the *Thomas the Tank* engine (**bottom right**). The restoration is cosmetic only. Actual power for the train was provided by Strasburg's GE 44-ton diesel No.33, operating push-pull between Strasburg Station and Paradise Lane. The train made several trips each hour, to the delight of the overflow crowds, most of which were children. See MARKERS.



SEMAPHORE SALU

MONTANA NEW YORK

Photo: Bruce Kelly

MRL'S SURVIVING SEMAPHORES

by Bruce Kelly

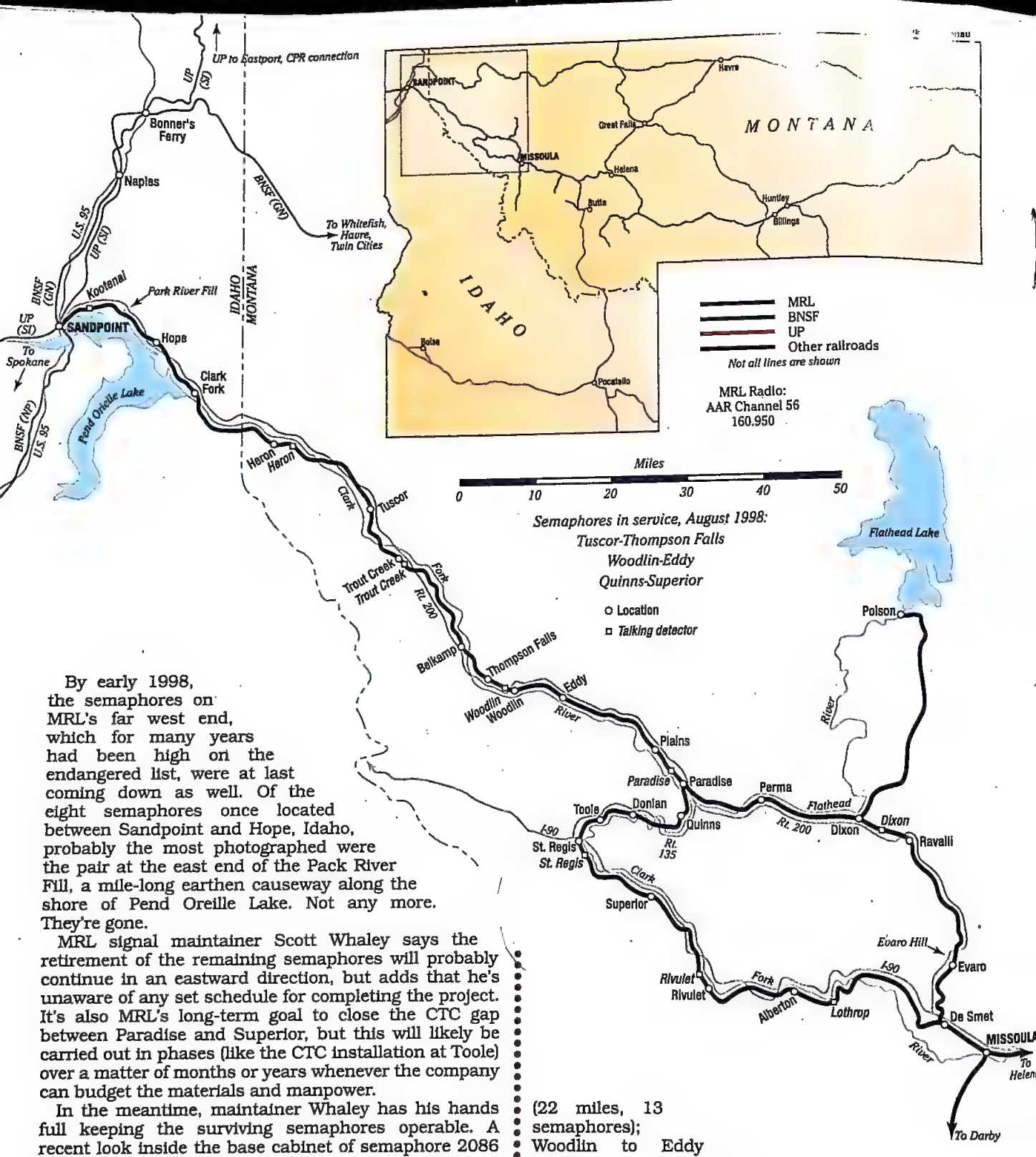
HOW LONG UNTIL THE LAST OF THESE EX-NP BLADES WAVES FAREWELL?

WHEN MONTANA RAIL LINK took over operations of Burlington Northern's former Northern Pacific main line across the lower half of Montana in 1987, it also inherited one of America's last major collections of that ancient style of railroad signal known as the semaphore. Between 1993 and 1995, MRL installed new signals to replace the semaphores that once stood guard along the Missouri River in central Montana, and on Winston Hill just east of Helena. This left the 154 miles between Superior, Montana, and Sandpoint, Idaho, as the only stretch left with semaphores in service, some 45 of them in all. With most of this trackage being under the command of Centralized Traffic Control (CTC), it's amazing this last batch of "blades" has lasted this long. But now, MRL is finally taking steps toward its long-anticipated phase-out of the remaining semaphores.

Surprisingly, the first ones to go weren't in CTC territory but rather in the Automatic Block signal/Track Warrant Control (ABS/TWC) territory between Superior and Paradise. In desperate need of a dispatcher-controlled siding along this segment to expedite meets, MRL lengthened the east end of the passing track at Toole, Montana, during late 1997 and installed a CTC turnout and signals. (A similar CTC switch had long been in place at Toole's west end.) The extension at East Toole eliminated the single semaphore that once protected the east switch (what I call a "switchblade"), and two intermediate semaphores between Toole and St. Regis were also removed, replaced by a single color-light signal.

Photography by Bruce Kelly

***MRL's PARADISE LOCAL** rolls eastbound into St. Regis, Montana, on August 3, 1998, about to split a pair of "shorty" semaphores (**above**). These low-level signals were utilized because the Milwaukee Road bridge that once crossed over the former Northern Pacific here would have prevented westbound NP crews from seeing normal-height semaphores until they were right upon them. In the pre-dawn hours of August 20, 1997, a westbound MRL train leaves its trace at the old east end of Toole siding (**right**), which at the time was protected by a semaphore and a color-light signal combination that can still be found at some other locations. When this photo was taken, preparations were already underway to extend the siding another half mile to the east. This semaphore is now gone, and Toole's new east switch is protected by three color-light signals. Sunrise at Donlan, Montana, on September 9, 1997, finds semaphore 2073 displaying an approach indication (**opposite**). An eastbound is on the way from Paradise.*



By early 1998, the semaphores on MRL's far west end, which for many years had been high on the endangered list, were at last coming down as well. Of the eight semaphores once located between Sandpoint and Hope, Idaho, probably the most photographed were the pair at the east end of the Pack River Fill, a mile-long earthen causeway along the shore of Pend Oreille Lake. Not any more. They're gone.

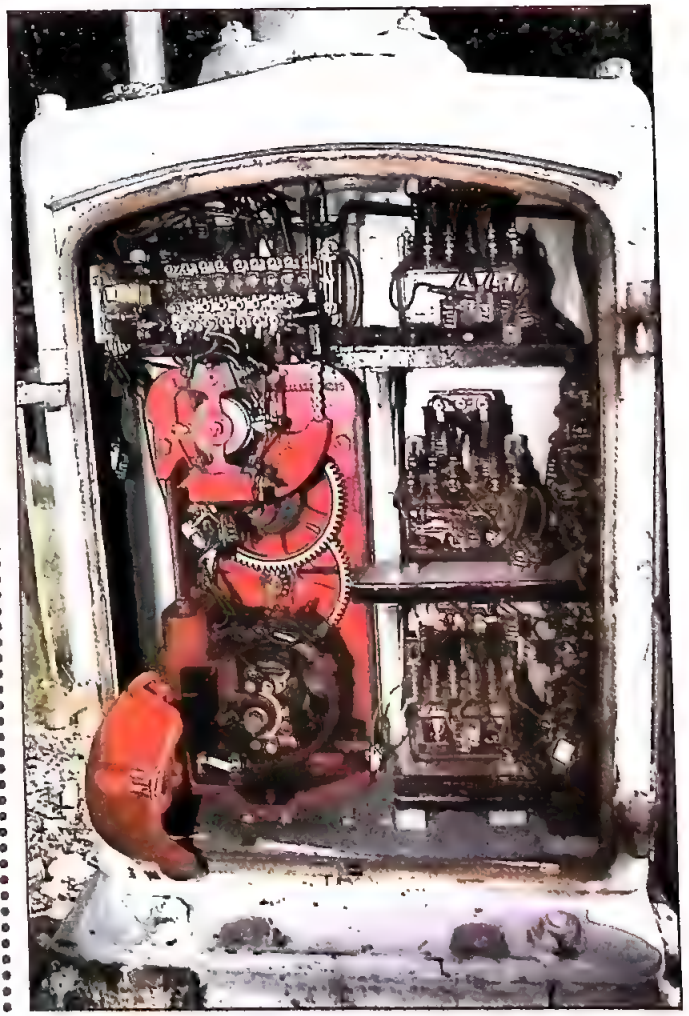
MRL signal maintainer Scott Whaley says the retirement of the remaining semaphores will probably continue in an eastward direction, but adds that he's unaware of any set schedule for completing the project. It's also MRL's long-term goal to close the CTC gap between Paradise and Superior, but this will likely be carried out in phases (like the CTC installation at Toole) over a matter of months or years whenever the company can budget the materials and manpower.

In the meantime, maintainer Whaley has his hands full keeping the surviving semaphores operable. A recent look inside the base cabinet of semaphore 2086 between Toole and Quinns proved that Whaley has certainly been earning his pay. Virtually all of the original gearing and hardware is still intact, looking as polished and properly-lubricated as the day it left the General Railway Signal Company factory more than 70 years ago. Sure, there are bits of new wiring here and there, and Whaley has just installed new cells in the adjacent battery bunker, but for the most part, the semaphores are still pre-World War II vintage inside and out.

So, where can you still find MRL's semaphores waving their blades at passing trains? As of August 1998, they were clustered in three specific zones: Tuscor to Belknap (22 miles, 13 semaphores); Woodlin to Eddy (eight miles, seven semaphores) and Quinns to Superior (31 miles, 16 semaphores). By the time you read this, the actual numbers of remaining semaphores may have changed, but there should still be plenty available for railfans who visit the area during 1999. Many are visible from the adjacent main highways, and those which aren't can usually be accessed by dirt roads leading through the woods to public grade crossings. Only a handful require any kind of hiking.

Newcomers to western Montana need to be aware of the quirk in MRL's alignment between St. Regis and Paradise. Opened in 1909 by the NP as a low-grade

NEAR QUINNS, MONTANA, *on August 3, 1998, MRL signal maintainer Scott Whaley waits to let the westbound Paradise Local fly by with a pair of chop-nosed GP9s before making his routine inspection of semaphore 2086 (**above**). He then opens the base cabinet of the signal to reveal the well-maintained pre-World War II mechanisms (**right**). The electric motor at bottom left drives the gears and chain which actuate the semaphore blade. Just minutes after sunrise on August 3, 1998, semaphore 2072 stands watch at Donlan, Montana (**below**).*



alternative to its original 2.2% climb across Evaro Hill, the St. Regis-Paradise cut-off follows a zig-zag in the Clark Fork River that puts a 180-degree spin on your normal perception of timetable direction. Here, westbound trains roll due east and eastbounds due west for nearly 15 miles. The cut-off is probably the best place to "fan" the blades because it's surrounded by the Lolo National Forest, which means the scenery is pristine and there are plenty of good campsites within sight of the railroad. Also, being in ABS country, you always get advanced word of approaching trains and pending meets when MRL's Missoula West/District 1 dispatcher issues a track warrant on frequency 160.950

***SEMAPHORES 1079 AND 1078** on the Pack River Fill just west of Hope, Idaho, were in their final months of service on October 19, 1997, as high-priority Pasco-to-Houston freight HPASHOU thundered by **(above)**. Nothing demonstrates the zig-zag effect of MRL's St. Regis-Paradise cut-off better than BNSF Dash 9-44CW 987 leading a westbound away from the setting sun at semaphore 2086 near Quinns, Montana, at 8:44 p.m. on July 15, 1997 **(below left)**. Pasco-to-Memphis train MPASMEM splits the pair of "shorty" semaphores at St. Regis, Montana, on August 20, 1997 **(below right)**.*

(channel 56).

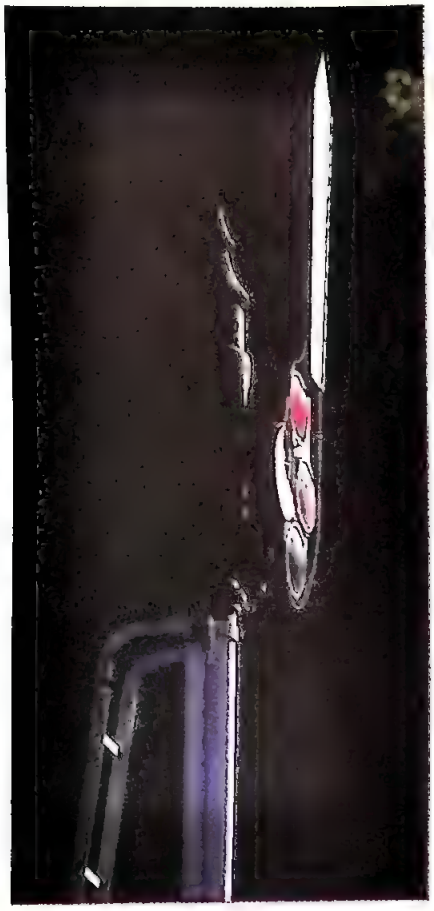
If you're midway along the cut-off, say around Donlan, you'll get excellent radio reception of anything coming from either direction, but if you're sitting at Paradise, you might not hear the dispatcher talking to someone at faraway Superior. And don't be discouraged if you hear a track warrant being

***RUNNING JUST MINUTES** behind another train, Santa Fe warbonnet GE's pass an approach indication at semaphore 2103 near Quinns, Montana, on August 4, 1998 **(above)**. With Lincoln, Nebraska, to Spokane, Washington, train MLINSPO in their care, the units are about to cross the bridge which carries the main over Highway 135 and the Clark Fork River. Just one month after MRL's start-up, leased LMX B39-8s 8504 and 8519 lead hot intermodal train 21 through blades 1122 and 1123 six miles east of Sandpoint, Idaho, on December 27, 1987 **(right)**. A decade later, these and the other semaphores between Sandpoint and Hope have since been removed.*

issued for a train to take the 10th Sub via Evaro Hill. A number of MRL's trains will travel that route when it suits the dispatcher's traffic plan. You'll still see the majority of MRL's trains running the 4th Sub via St. Regis. Factor in the round-trips from the two daily locals and you can easily catch ten or more movements between sunup and sundown.

The cut-off's semaphores are confined to the area west (railroad east) of the bridge where Highway 135 ducks under the MRL near Quinns. Between the bridge and Paradise, there are no semaphores, though the jagged rock walls make this portion of the canyon especially photogenic in its own right.

With signal crews apparently working eastward from Hope to their next round of semaphore removal, the ones in the ABS territory from Superior to paradise will probably be the last ones to go. Their demise could come within the next year, or maybe not for another decade. One thing is for certain — if you're interested in photographing this fading example of old-time railroading, you'd better act now, before the MRL blades wave their final farewell.



THROUGH THE EARLY 1990s General Railway Signal Company semaphores could be found protecting train movements at numerous locations along Conrail's "Southern Tier" main line between Binghamton and Buffalo, New York. Today there are but six blades remaining; that these six are still standing is actually quite remarkable.

In 1992, Conrail began a track consolidation/improvement program along this former Erie route. Conrail's goal was to eliminate double track areas, add passing sidings and raise track speeds. Over the ensuing two years, Conrail fell semaphores at a rapid rate, working east from River Junction, through the scenic Canisteo River Valley and halting at Waverly.

Blade enthusiasts have held their breath in trepidation over the past few years expecting Conrail to continue single tracking the Southern Tier east of Waverly and thus eliminating the remaining six semaphores between Elliston and West Endicott. They're still waiting!

Consumed by the merger with Norfolk Southern and CSX, Conrail halted major trackwork along the Southern Tier, giving the semaphores a reprieve. With the merger now consummated, Norfolk Southern will be the new owner/ operator of the Tier, while Canadian Pacific/Delaware & Hudson and New York Susquehanna & Western will continue to exercise their trackage rights.

The future of the former Erie main line looks secure with Norfolk Southern planning on utilizing the Southern Tier for intermodal traffic destined for the New York metro area. Conrail has resumed trackwork west of Hornell, and it will only be a matter of time before the final blade falls. While the surviving six soldier on, here's a look at their less fortunate brethren, victims of the 1990s.

by
Scott Snell

SOUTHERN TIER'S VANQUISHED SENTINELS

SUSQUEHANNA HAS BEEN a tenent on the Southern Tier through trackage rights which, along with trains from Canadian Pacific/Delaware & Hudson, has added color to the line. NYS&W train NTV4 rolls past the semaphores near Rathbone, New York, on May 22, 1988 (**above**) behind SD45 3612. Heading for the generating plant in Mount Tom, Massachusetts, Dash 8-40B 4022 leads a loaded coal train through the blades in Arkport, New York, at milepost 337 (**left**).

THE SEMAPHORE that stood at Milepost 318 in Brown's Crossing, New York, waits to give clear passsage to the next train over Conrail's Southern Tier Line on May 29, 1988 (**opposite top**). This sentinel and many more fell victim to modernization in the 1990s.Conrail APL double-stack train TV302 rolls east through Canaseraga, New York, behind GP40-2 3395 on July 6, 1986 (**opposite bottom**).

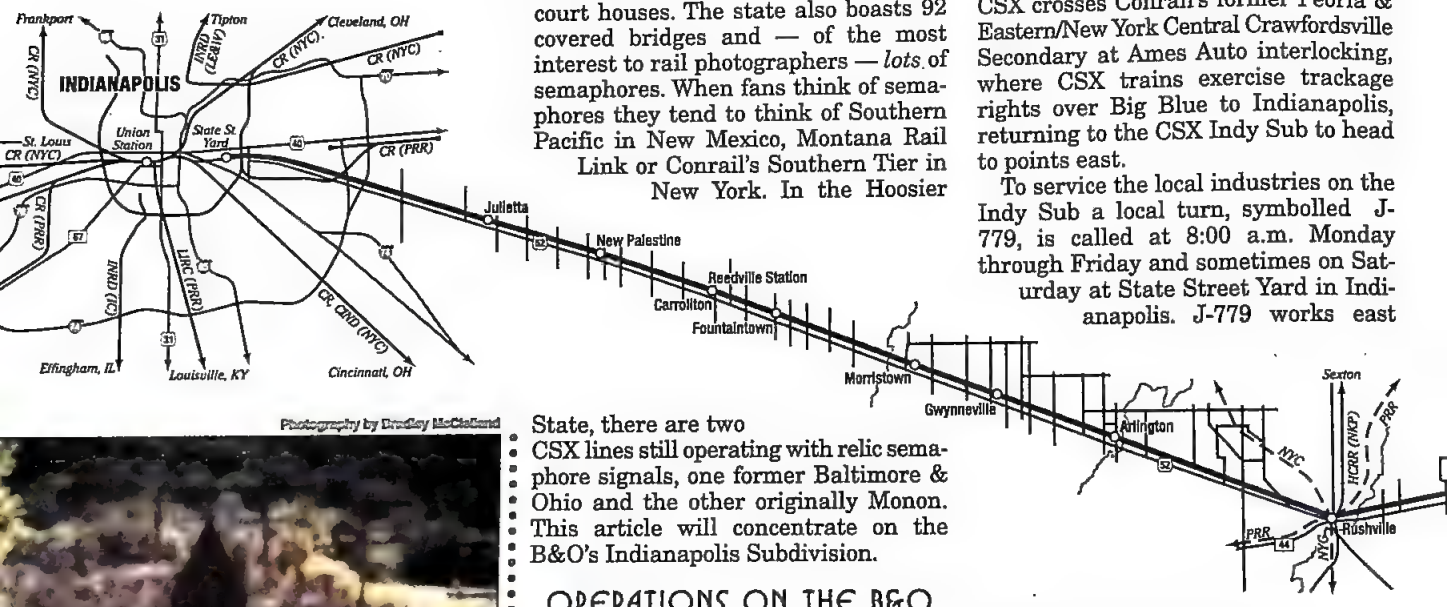
IN THE VALLEY FOG, Boston & Maine SD39 692 leads two more units and a string of loaded auto racks bound for Ayer, Massachusetts, through the semaphores at Brown's Crossing, New York (**right**).

HOOSIER

IT WAS A WARM, SUNNY October afternoon and my friend, Brian McDowell, and I were walking down the tracks to a pair of semaphore signals. We knew there was a westbound train on its way. While waiting for the freight, I could smell fall in the air. In the distance, a John Deere 6620 Titan II combine was harvesting a soy bean field and the color was changing in the nearby trees.

The semaphore signals were both straight up normal indication, with nothing close in either direction. Suddenly, the antique G.R.S. (General Railway Signal) blades came to life, first to an eastbound "approach" and then five minutes later to an eastbound "stop." Our train had a "clear" westbound signal. Minutes later the westbound passed through the blades. The freight came and went, and the semaphores went back to their normal indication. As each day passes, these and other "Hoosier Blades" are buying time. The modern world is catching up to them.

Indiana has its love for basketball, auto racing and beautiful limestone court houses. The state also boasts 92 covered bridges and — of the most interest to rail photographers — *lots* of semaphores. When fans think of semaphores they tend to think of Southern Pacific in New Mexico, Montana Rail Link or Conrail's Southern Tier in New York. In the Hoosier State, there are two CSX lines still operating with relic semaphore signals, one former Baltimore & Ohio and the other originally Monon. This article will concentrate on the B&O's Indianapolis Subdivision.



Photography by Bradley McClelland

OPERATIONS ON THE B&O INDIANAPOLIS SUB

Operating trains on the former B&O Indianapolis Sub are more scarce than the Monon. There are two scheduled trains run on this line, eastbound Q-360 and westbound Q-361, plus Amtrak's Nos.50-51, the *Cardinal,* scampers across the Indy Sub. Q-361 operate from Cincinnati to Indianapolis, while Q-360 does the opposite. Q-360 is usually called out of Indianapolis between noon and 4:00 p.m. From the Queen City, Q-361 is called between 2:00 a.m. and 4:00 a.m. Occasionally, these trains will run early or late. Amtrak No.50 arrives in Indianapolis on Tuesday, Thursday and Saturday at 12:55 a.m. Westbound No.51 arrives in Indianapolis on Monday, Thursday and Saturday at 5:05 a.m. There are also extra coal trains that run two or three times a week, coming out of the West Virginia coal fields to Citizens Gas & Coke Unity in Indianapolis. The empty hoppers return by the same route. Grain trains can run year around, but more often in the fall and winter months. Some of these grain trains originate on the Indy Sub, with the majority from the Lafayette, Indiana, area. These unit trains travel down the Monon Sub to Crawfordsville, Indiana. CSX crosses Conrail's former Peoria & Eastern/New York Central Crawfordsville Secondary at Ames Auto interlocking, where CSX trains exercise trackage rights over Big Blue to Indianapolis, returning to the CSX Indy Sub to head to points east.

To service the local industries on the Indy Sub a local turn, symbolled J-779, is called at 8:00 a.m. Monday through Friday and sometimes on Saturday at State Street Yard in Indianapolis. J-779 works east between Indianapolis and Connersville, Indiana, and returns.

The Indianapolis Sub is dispatched from the CSX dispatching center in Jacksonville, Florida. The "CF" dispatcher broadcasts on ARR channel 08 (160.23). The line runs on D.T.C. block limits (see the sidebar for the list of blocks).

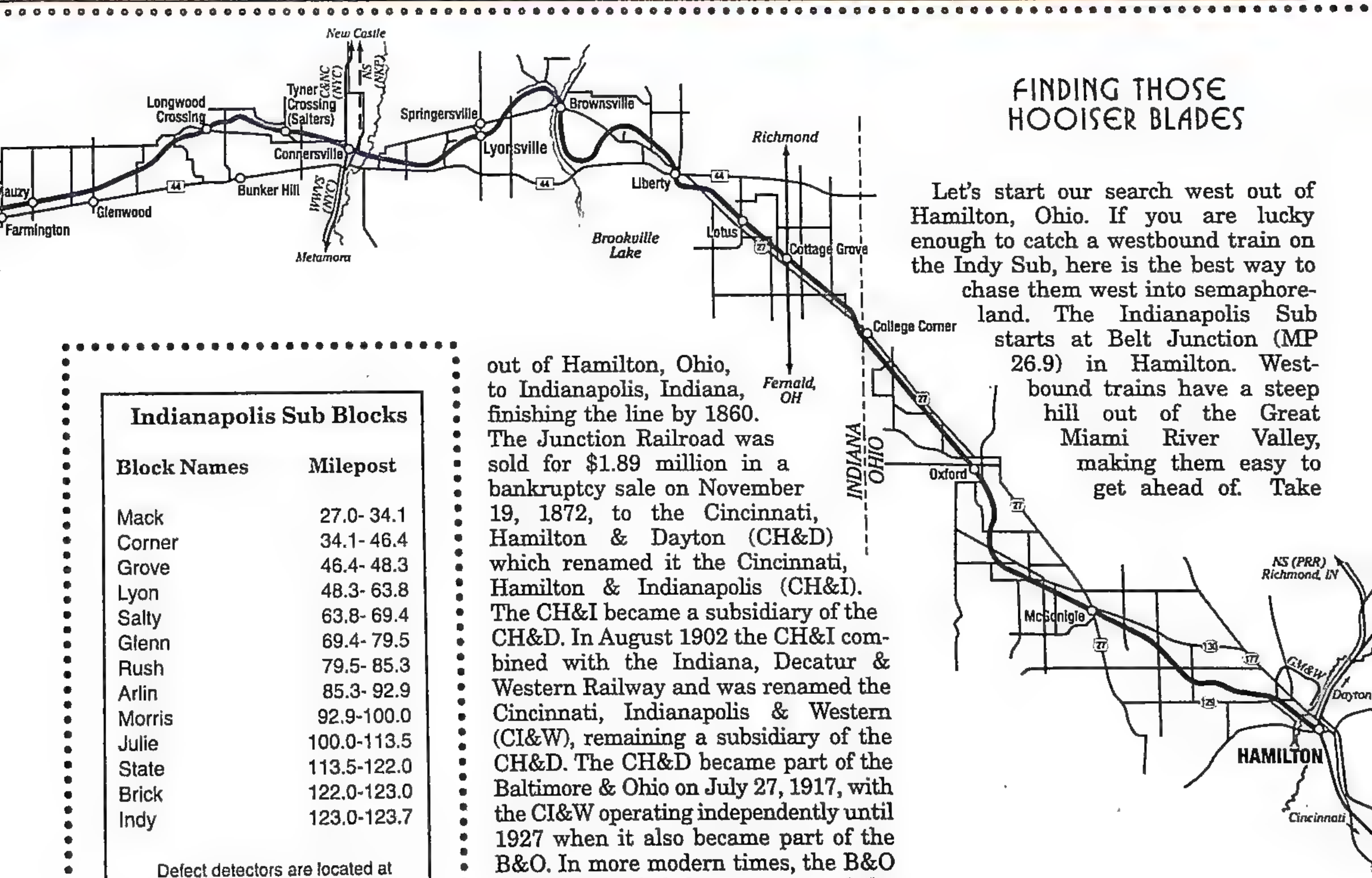
HISTORY OF THE INDIANAPOLIS SUB

The B&O's Indianapolis Sub traces its roots back to September 1853 when construction started on the Junction Railroad in Ohio. Workers built west

***A SEMAPHORE GUARDS** the former Baltimore & Ohio Indianapolis Subdivision west of Liberty, Indiana, on September 16, 1990 **(left).** This signal bows to only a few scheduled freights and Amtrak's tri-weekly* Cardinal. *CSX train R-360 zips past two relics of the past — a semaphore and a wig wag — at Morristown, Indiana, on September 18, 1996 **(opposite).** The wig wag fell victim to modernization one month later.*

HOOSIER BLADES

by
Bradley
McClelland



FINDING THOSE HOOSIER BLADES

Let's start our search west out of Hamilton, Ohio. If you are lucky enough to catch a westbound train on the Indy Sub, here is the best way to chase them west into semaphore-land. The Indianapolis Sub starts at Belt Junction (MP 26.9) in Hamilton. Westbound trains have a steep hill out of the Great Miami River Valley, making them easy to get ahead of. Take out of Hamilton, Ohio, to Indianapolis, Indiana, finishing the line by 1860. The Junction Railroad was sold for $1.89 million in a bankruptcy sale on November 19, 1872, to the Cincinnati, Hamilton & Dayton (CH&D) which renamed it the Cincinnati, Hamilton & Indianapolis (CH&I). The CH&I became a subsidiary of the CH&D. In August 1902 the CH&I combined with the Indiana, Decatur & Western Railway and was renamed the Cincinnati, Indianapolis & Western (CI&W), remaining a subsidiary of the CH&D. The CH&D became part of the Baltimore & Ohio on July 27, 1917, with the CI&W operating independently until 1927 when it also became part of the B&O. In more modern times, the B&O Indianapolis Sub became part of the Chessie System on June 13, 1973, and ultimately CSX on July 1, 1986.

Indianapolis Sub Blocks

Block Names	Milepost
Mack	27.0- 34.1
Corner	34.1- 46.4
Grove	46.4- 48.3
Lyon	48.3- 63.8
Salty	63.8- 69.4
Glenn	69.4- 79.5
Rush	79.5- 85.3
Arlin	85.3- 92.9
Morris	92.9-100.0
Julie	100.0-113.5
State	113.5-122.0
Brick	122.0-123.0
Indy	123.0-123.7

Defect detectors are located at milepost 43.5, 65.5, 86.3, 104.5

Ohio Route 177 west out of Hamilton, look for Ohio Route 130 west, and turn left. Next, take Route 130 to the town of McGonigle and turn right (north) on U.S. 27. The longest passing siding on the Indy Sub is in this town. U.S. 27 continues through the college town of Oxford, home of Miami University. North of Oxford is the first "Buckeye Blade" at milepost 42.8 just south of the grain elevator. This location is called Donald on the railroad. U.S. 27 then passes through the town of College Corner and leaves Ohio.

Now we are in Cottage Grove, Indiana, where CSX's Richmond Subdivision (the Chesapeake & Ohio's Cincinnati-to-Chicago main, or the C&O Miami Subdivision) crosses the B&O at grade. Q-360 & Q-361 will pick-up and set-off here. CSX local J-793 still services the industries on the former C&O line. Still heading west on U.S. 27 we come to Lotus at MP 50. There are two sets of blades west of this tiny town. In the town of Liberty, U.S. 27 joins with Indiana state route 44. West on 44, cross the tracks and you'll find a beautifully restored depot to the north.

Take S.R. 44 west from Liberty towards Connersville. At this point the railroad "zig -zags" its way down into the East Fork of the White River Valley. CSX crosses the river at Brownsville, two miles north of Route 44. Start looking for a sign pointing north to Lyonsville, In which is the east end of a passing siding. Both ends of the siding have

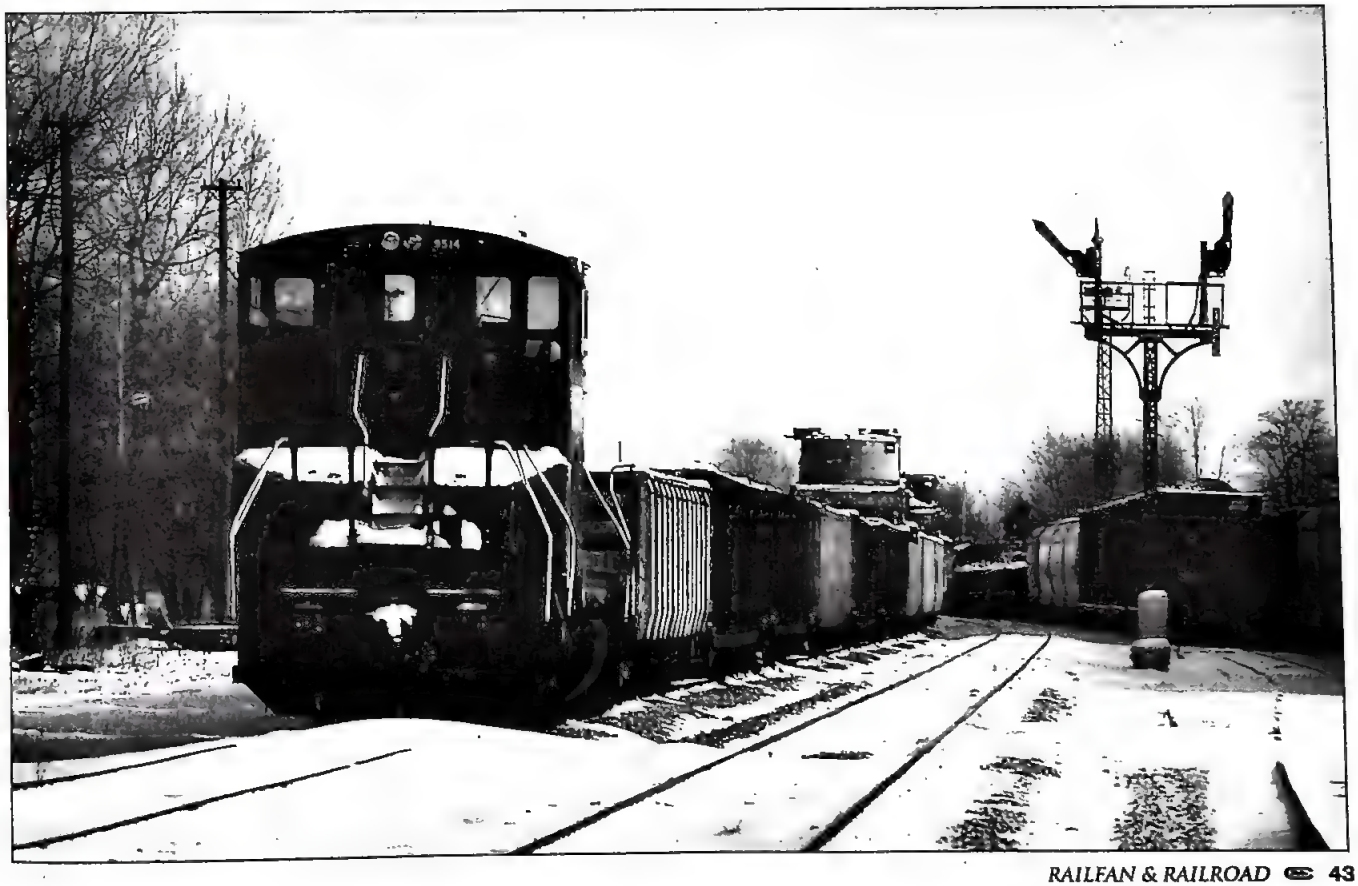
CSX LOCAL J-779 was entering Connersville, Indiana, at Route 1 on Saturday, October 19, 1996, with GP40-2s 6016 and 6076 in charge. Later that same day, a prophetic setting sun turns the sky over the semaphores at Mauzy a brilliant orange. It is unclear how many more sunsets this pair of blades and the many more of their kind will see in the Hoosier State.

iap- res, but the west end is a lk-in shot. Back on S.R. 44 west, the cks swing close to the road and at MP .5 is an eastbound-only semaphore.

In Connersville, CSX crosses over the West Fork of White River. Begin looking for the Amtrak sign that says "to station" on Indiana Route 1 (truck route) north and take Route 1 to the tracks. To the left is a set of blades and to the right is a small yard and a brick depot where Amtrak stops. West of the depot the tracks cross over the former NYC Whitewater Valley Branch, which was operated by Indiana Hi-Rail from Connersville north to Beeson, Indiana. A Nickel Plate branch came out of New Castle, Indiana, and passed through Beeson to Connersville (the NKP between Connersville and Beeson has been abandoned). Today these two branch lines are operated by the C&NC Railroad. The Whitewater Valley Scenic Railway operates a tourist line on the former NYC branch from Connersville down to Metamora, Indiana. It's worth the drive south on Indiana Route 121 to the Whitewater Scenic to check out their equipment or take an enjoyable ride.

Back on S.R. 44 west in Connersville, the tracks are to the north. West of Connersville is the passing siding called Salters, where walking in to either end will yield semaphores. The tracks join S.R. 44 at the bladed town of Glenwood (MP 77). Another set are just west of town at MP 77.49. Further

***AN EASTBOUND GRAIN TRAIN** from Lafayette, Indiana, passes the blades guarding the west end of Mauzy siding on May 21, 1997. CSX Dash 8-40CW 7807 leads the train. Conrail SW1500 9514 works the State Street Yard in Indianapolis on January 11, 1997 **(below)**. The switcher is on the former Pennsylvania Railroad main, and the double-bladed mast marks the westernmost end of the Hoosier State's "blade row."*



west is the large grain elevator at Mauzy, where you'll find a short siding with blades on both ends, and a little further west, at MP 82, you'll find yet another set.

The next town is Rushville, where a wooden B&O depot still stands. Rushville was at one time served by four lines — B&O, NKP, NYC and PRR. The NKP branch came down from New Castle, Indiana, and terminated in Rushville. Today the NKP branch is operated by the Honey Creek Railroad and runs north to service a grain elevator. A north-south branch line of the NYC bewteen the Indiana towns of Anderson and Greensburg passed though Rushville, and the PRR line came off the main line at Dublin Junction in Dublin, Indiana, and passed through on its way to Columbus, Indiana. Both the NYC and PRR lines have long been abandoned.

From here, look for U.S. 52 west. This highway will stay with the railroad all the way to Indianapolis. You'll encounter a passing siding at Arlington with semaphores protecting the east end right at MP 92. The west end has one semaphore mast with a new C&O-style signal on the opposite side of the tracks. There is another set of blades at MP 94.

The next little town is Gwynneville. There is a set of blades here, but they are set apart, with the westbound signal at MP 95.6 and the eastbound at MP 96.6. While in town, check out the interurban substation on the north side of the tracks. This was from a trolley line that ran parallel to the Indy Sub from Connersville to Indianapolis.

The town of Morristown has a short passing siding with blades at both ends. There used to be a "wig-wag" grade crossing signal, removed in 1996, at the east end of this siding. At MP 101.05 a set of semaphores soldier on, but not for long — brand new signals have been installed but are not yet in service.

Around MP 103 in Fountaintown is a signal blade with a B&O position light style signal. When driving on U.S. 52

***CSX GP40-2 6016 WITH LOCAL J-779** splits the semaphores at Arlington, Indiana, on October 19, 1996 **(above)**. On a chilly January 21, 1996, Amtrak's* Cardinal *races through Glenwood, Indiana **(left)**. The train normally passes here early in the morning, but on this day makes a later appearance thanks to flooding in Virginia.*

...he ...rn is not to high), you can see ... semaphore-protected east end of ...ietta siding, which is actually located ...ouple of miles west of New Palestine. ... S. 52 will leave Hancock County and ...ater Marion County at County Line Road. Look for Nicolas Street on the right — this road dead ends at the semaphore at the west end of Julietta siding.

U.S. 52 becomes Brookville Road in Indianapolis. There is a set of blades west of Post Road, and still more at Arlington Avenue, about MP 120.5. You will drive over a Conrail (former PRR) industrial spur that comes from of Hawthore Yard. Around MP 121 there are semaphores located west of Emerson Avenue off of Farrington Avenue.

Head south to Brookville Road, then west to Sherman. Go left on Sherman to English and turn right (west). English goes under Conrail's (former Indianapolis Union) Belt Line. Look for LaSalle Street and turn right. At the end of this street is the east end of State Street Yard at MP 122. The Belt Line travels over the B&O and the former PRR Dayton-to-Indianapolis main line, which is abandoned. The remains of a PRR cantilever signal still stand just west of MP 122. Take LaSalle Street south to English and turn right (west). Turn right on Southeastern Avenue, go to State Street and turn right. At the tracks, you'll be at the west end of State Street Yard, where the western-most set of semaphores are located at MP 122.8.

AT GWYNNVILLE, INDIANA, CSX Dash 8-40CW 7861 passes semaphore E9609 on September 18, 1996. Behind the locomotives are the westbound coal cars of train W-269. About three dozen semaphores survive on the B&O Indianapolis Subdivision.

HOOSIER BLADES — THE B&O SURVIVORS

Semaphore Location	Mile Post	Notes
West of Oxford, Ohio	42.8	
Lotus, Indiana	50.2	
	61.2	
Lyonsville	62.9	East end of siding
	63.41	West end of siding
	65.5	Eastbound only
Connersville	67.0	
Salters	68.0	East end of siding
Salters	69.4	West end of siding
	70.24	
	72.15	
	73.0	
Glenwood	77.0	Both ends of elevator spur
	77.49	
Mauzy	78.25	East end of siding
Mauzy	79.28	West end of siding
	82.0	
	82.29	
	89.5	
Arlington	92.0	East end of siding
Arlington	92.8	west end of siding
	93.8	
	94.0	
Gwynnville	95.6	Westbound
Gwynneville	96.9	Eastbound
	97.25	
Morristown	99.0	Both ends of siding
	101.5	New signal mast up not in service
	102.5	
Fountaintown	103.0	East end, eastbound blade Westbound B&O position light
Fountaintown	104.0	West end of siding
	107.0	
New Palestine	110.2	
Julietta	112.8	East end of siding
Julietta	113.5	West end of siding
Indianapolis	116.75	West of Post Road
Indianapolis	119.0	Arlington Avenue
Indianapolis	121.5	
Indianapolis	122.8	Both signals on one mast

You may want to use a Delorme Map book and a detailed map of Indianapolis with railroads. I find the Delorme Map book to be really helpful in locating the county roads.

Following trains on the east end is easier than the west end. From MP 68 to MP 119 the authorized speed is 60 m.p.h. With no or very little grades, trains move right along. Westbound freights have the most grades — Hamilton (MP 25) to McGoningle (MP 32); a short grade in Oxford, Ohio; Brownsville, (MP 60) to Lyonsville (MP 63) and Connersville (MP 67) to east of Glenwood (MP 73). Eastbound grades are at Connersville (MP 66 to MP 65); Brownsville (MP 60) to just east of Liberty (MP 50) and Oxford (MP 38) to McGonigle (MP 34).

Trains are few and far between, so advance scouting and planning are highly recommended. However, with a little luck you will find one of the last significant stands of semaphores in the Heartland to be a rewarding photo catch. Happy hunting!

Special thanks to Jeff Gast and Brian McDowell for there help. As always I wish to thank my wife and my best friend Karen. Also to my son Brady, for the happiness he has brought me.

RUNAWAY ROTARY

By THE OLDTIMER

I WONDER HOW MANY OLDTIMERS of the Northern Pacific, Rocky Mountain Division remember a rotary running away on the hill just west of Helena the winter of 1895? There are four members of my family still living who not only remember the runaway but could easily have been injured or even killed by it.

Early one frosty morning in December, 1895, the yardmaster at Helena was instructed to get steam up on the rotary and to couple it on the rear of Number 53, the westbound freight to be towed to the top of the hill at Blossburg. The snow was getting deep at the summit and the rotary would probably be needed that day or by night at the latest.

My father and mother were in charge of the station at Clough Junction, nine miles from Helena. We lived in the station. There were ten of us children at that time, making twelve of us crowded in the small station.

The 53 passed the junction at daylight with two engines and a full tonnage train and towing the rotary behind the caboose. They stopped at Butler (now Austin), four miles from the junction, and took siding for Two, the eastbound flyer and in starting the train into the siding, a sudden jerk broke the rotary away from the caboose and, there being no air brakes on rotaries or cabooses in those days, the big blow started down the hill. There was a hand brake on the rotary tank and the crew, an engineer and fireman, tried to set it but found it caked with ice and snow. Right then and there the fireman decided to get off; but they had spent so much time at the hand brake that the runaway was going pretty fast when he jumped and he fell and rolled against a large rock breaking a leg and two ribs.

The crew of Number 53 picked him up on their way down the hill in pursuit of the runaway. The engineer of the rotary, however, decided to stay on. He first turned the steam into the rotary plow so it would revolve, just in case he ran into a snow slide or some other object on the track and then he began to blow long blasts on the whistle.

In the meantime the branch line train had come down to the junction and was waiting for Number 2 to pass, after which they would back out on the main line and follow Two into Helena.

Well, in those days six or more long whistles was a call for help. If a train ran off the track or got stuck in the snow, they would blow six long whistles and keep repeating them and any trackmen or others hearing the call would go to their assistance. So when the branch train at the junction heard the long whistles they thought Two was in trouble on the hill and had about decided to go help them; in fact, a brakeman had already started toward the switch when the runaway came around the curve not far from the switch. All the brakemen and the others looking on could see was a cloud of snow, whipped up by the rotary plow revolving and the speed of the runaway. Well, before anyone could figure out what it was, the rotary was over that switch and by the junction, and maybe you think there wasn't a lot of activity in that station.

Picture ten kids, mother and father, plus some trainmen, all trying to get out and get a look at whatever it was that whizzed by. Some of us ran through the station to the east window, but all we saw was a cloud of snow and when the snow settled, the runaway had disappeared around the next curve.

Just imagine what would have happened had the brakeman thrown that switch. As all railroaders know, brakemen have thrown switches under trains, thinking the switch was wrong, even when there was no cause for excitement. So it's easy to see, if he had reached the switch and then become excited, he could easily have thrown it and what a wreck would have resulted! The runaway would either have headed in on the branch train and struck the coach with passengers in it or gone off the track at the switch and headed for the station which was situated between the main line and branch line and as close to the switch as they could built it. The ground was frozen so it would easily have plowed through the station and injured and possibly killed some of us and as there were a couple of stoves in the station with fire in them, it would have been a mess. However, no tragedy occurred at the junction or I probably wouldn't b e writing about it now.

The runaway stayed on the rails to the foot of the hill, two miles west of Helena, where the grade starts up hill it reaches the yards. The rotary stopped just at the top of that two mile grade and the switchmen, who had been notified, were on hand to tow it into the yards.

We saw lots of runaways go by the junction during the nine years we lived there and we walked up the hill to view many that left the track before they reached the junction, but I think that was the most exciting runaway of them all.

These two stories first appeared in the April 1954 issue of RAILROAD MAGAZINE. The cover story was on "The Train That Makes a Thousand Stops," describing a local on the Cotton Belt that delivered less-than-carload supplies to every town along its run. Also in that issue were features on building a model coke rack gondola, a lady switchtender who worked for the Pennsylvania and dispatching the Western Pacific. There were also a switching puzzle for readers to solve, two fiction stories, Joe Easley's ALONG THE IRON PIKE and four TRUE TALES OF THE RAILS.

A Bad Ten Minutes

By EMMET W. NASH

TOP PRIORITY CARGOES were being rushed to the steel mills of America in a wartime emergency. A bad ten minutes developed November 1, 1918. The Great Lakes shipping season had officially closed, but the Cleveland harbor master put through a rather frantic phone call to the Erie's Bascule bridge over the Cuyahoga river, saying:

"There's a five hundred-foot ship loaded with iron ore headed up-river. Don't hold her up for anything!"

On this day I was in the bridge operating cabin with Stewart Force, the second-trick operator. We could hear the towing tugs farther down the river whistling for a clearance of the other bridges. Number 619, the fast passenger train from Youngstown, due in Cleveland 5:15 p.m., had not cleared our bridge. The train dispatcher called and advised not to stick the train. He said also that a trainload of iron ore, eastbound with a double header and a helper engine, had left the River Bed ore docks and needed a clear shot.

The wall clock indicated 5:05 p.m. Time seemed to move slow, or maybe it was Mr. Force's desire to clear the trains. We watched the east and west approach indicators in the cabin.

Meanwhile the ship with a cargo of ore had cleared the Wheeling Bridge below us and her tug began whistling a signal for our bridge to lift. But the train indicators had not moved to signify the approach of a train. Three times the lead tug whistled, and the ship whistled once. Then a telephone rang.

"You answer it while I watch the indicators," said Mr. Force.

The harbor master was calling again. "What's the trouble up there?" he asked. "If that ship is held up, someone is going to answer for it and it won't be me!"

"It's the harbor master," I said to Force, holding a hand over the mouth-piece.

"Tell him to keep his shirt on!"

I glanced at the clock and the indicator. "We'll get the ship through all right," I assured the harbor master.

"That train of iron ore is just as important as his ship," my friend growled.

The lead tug, now about a thousand yards downstream, whistled twice for the bridge and then began a series of short peremptory blasts.

"Damn it, where *are* those trains?" demanded the operator.

In his anxiety to get them across the bridge, he had disregarded the nearness of the ship and tug. Then he glanced at the ship.

"She's not slowing up any. What in blazes is wrong? Can't they see that the bridge is still down?"

The tug signaled for a reverse motion and began to drift alongside to retard the ship's speed. The tug crew were on deck, shouting, and the ship's captain came out on the bridge to yell through a megaphone:

"Why in hell don't you lift that bridge? Can't you see we're gonna ram?"

The bow of the ship had slid over to one side of the river against the piling and was only a few hundred yards from the bridge. All hands on board were shouting; the ship's whistle was screaming in short blasts. Mr. Force glared at the indicators and then at the river. Still no indication of the approaching trains! He asked me:

"Shall we raised her?"

I nodded. "Go ahead!"

He answered the ship's signal and moved the bridge controller. The span slowly lifted, clearing the bow of the drifting ship, and finally managed to clear the spire. The captain focused his megaphone in our direction and unloaded a barrage of profanity.

Near the completion of the lift, the bridge gave a terrific lurch, quivered, and stood still. The electric circuit breakers opened. We closed them and tried again, without success. In the motor room above the tracks, we heard a loud grinding noise as the bridge vibrated.

"She hit the bridge!" the operator yelled.

I ran outside to the tracks to see what had happened. The ship had struck a glancing blow at the west abutment piling. I looked over the edge of the tracks. Just then some pilings that had been bent over by the force of the ship were released and snapped back to their normal position. They produced a swish of water that made me feel that the whole thing was sinking. I was drenched.

I must of been outside longer than I had expected, for when I returned to the cabin Mr. Force threw up both hands. Everything in the operator's cabin that had a bell attached to it was ringing. All officialdom wanted to know why those trains were stopped. R.E. Woodruff, superintendent of the Mahoning Division, called from Youngstown, Ohio. Stewart Force looked at me and said:

"It's Woodruff. What will I tell him?"

"Tell him here's where his railroad ends," I replied.

My friend conveyed the reply word for word. Then he seemed to realize what he had said, and explained that he'd been answering so many telephone calls along with the confusion that he was unaware that he had given a smart answer.

The superintendent wanted to know who had issued the order for raising the bridge. He was advised that the bridge was not operated by order but by the operator at his discretion, and at this time the judgment did not coincide with reality.

The bridge maintenance gang arrived in a hurry. One of the men climbed to the motor room, found the reason for the abnormal operation, and called to us on the ground:

"The gig's up! The jack shaft bearing bolts are sheared off. It'll take a long time to repair this breakdown."

The brass collars were notified that it would be some hours before the bridge could be returned to service. On the strength of this information the trains began to move, but in the opposite direction. The passenger train was pulled back to East 55th street station to discharge its passengers, and the train itself was stored in the yard near-by. Other westbound trains were halted at East 55th street depot and processed in the same manner.

As the bridge's operating motors had been burned out, an auxiliary operating outfit had to be used. It was not until early the next morning that the span was repaired and normal traffic resumed. I'll never forget that bad ten minutes.

BOOK DEPOT

Alco's to Allentown (A12501), Biery. Pennsylvania diesel pictorial with Alcos, Baldwins, F's, more. 111pp,soft $29.95
Allegheny - Lima's Finest (A14551), Huddleston, Dixon. History with numerous b&w photos. 245pp hard $44.95
Along the East Broad Top (A12606), Heimburger. Vintage photos and history. 248pp hard $41.95
America's Rail Pictorial (A12627), Porter. All-color look at U.S. railroads from 1950s through 1970s. 151pp hard.....$44.95
Anthracite Country Color (A16869), Bernet. Color photos of early diesels, some steam in eastern Penn. 48pp soft .$19.95
Appalachian Coal Mines & Railroads (A17292), Dixon. B&W pics and drawings of mines, cars, etc. 74pp soft.$15.95
Appalachian Crossing (A17277), Huddleston. C&O, N&W and Virginian in the mountains. 66pp soft $12.95
Atlantic Coast Line.: The Diesel Years (A16136), Calloway. B&W pics, rosters, drawings, more. 192pp hard $49.95
Baltimore's Light Rail, Then & Now (A13430), Harwood. Fabulous B&W photos, maps and history. 96pp soft ...$15.95
B&O Cabooses (A17261), Jones. Photos and diagrams of B&O cabooses from oldest to newest. 124pp hard $26.95
B&O E-Unit Diesel Passenger Locos (A17290), Nuckles. Photos, plans, history and rosters. 78pp soft.....$15.95
B&O Passenger Service 1945-1971 Vol. 1 (A17284), Stegmaier. Illus. history of National Ltd. route. 116p, hard $24.95
B&O Passenger Service 1945-1971 Vol. 2 (A17266), Stegmaier. Illus. history of Capitol Ltd. route. 148pp hard $26.95
B&O Power 1829-1964 (A14107), Sagle & Staufer. 9th printing of an epic volume, 100s of photos. 350pp hard $50.00
Beauty of Railroad Bridges (12031), Cook. History of trestles and bridges, with more than 250 illustrations. 208pp hard .$44.95
Bessemer & Lake Erie Railroad in Color (A14290), Lorenzo & Clark. B&LE diesels past and present. 128pp hard $49.95
Before Guilford (A15901), Cook. 160 great color photos of D&H, B&M, MEC. 128pp hard $39.00
Cabooses of the N&W (A14460), Bowers & Brewer. 200 photos and history from N&W to NS. 236pp hard $49.50
California Railroads (A12040), Fickewirth. Encyclopedia of railroads, interurbans, etc. 200pp hard $46.95
Canadian Trains (A14501), Huxtable. Color photos of steam and diesel in Canada. 48pp soft $19.95
Cape Cod Railroads (A15550), Farson. Rare, in-depth look at New England's unremarked lines. 336pp hard $39.95
Cass Scenic Railroad of West Virginia (A00908), Kramer. Saga of a logger. 40pp soft $8.95
CF7 Locomotives (A12500), Poole. Comprehensive illustrated history with roster info. 112pp, soft $24.95
Change at Ozone Park (A16862), George. Illustrated history of LIRR's Rockaway branches. 80pp soft $18.95
Chessie the Railroad Kitten (A17275), Dixon. The many lives of C&O's top cat. 64pp soft $11.95
Chessie's Road (A15252), Turner, Dixon & Huddleston. Revised history of C&O from steam to CSX. 323pp hard .$38.95
Chicago, Burlington & Quincy in Color, Volume 1 (A14293), Spoor. CB&Q's Lines East in the 1950s. 128pp hard $49.95
Chicago Surface Lines (A14452), Lind. History of Chicago's streetcar system. 496pp hard $35.00
The Circus Moves By Rail (C00084), Parkinson & Fox. Complete story of circus trains. 392pp soft.....$39.95
Classic Diesels of the South (A17267), Lamb. B&W pictorial of diesels through the '70s. 117pp hard.....$26.95
A Colorful Look at C&NW (A16868), Bernet. All-color pictorial of C&NW diesels. 48pp. soft $19.95
Commuter Trains to Grand Central Terminal (A13420), Nelligan. Contemporary and vintage action. 68pp soft . $7.95
Conrail - The Final Years 1992-1997 (A16138), Withers. Conrail's diesels with detailed rosters. 208pp, hard.....$48.00
Conrail's SD40 and SD40-2's (A16865), Bernet. Color pictorial of CR and predecessors. 48pp soft $19.95
Cumberland & Pennsylvania Railroad (C63), Mellander. B&W pictorial on WM's coal carrier. 64pp soft $9.95
Delaware & Hudson in Color Vol.1 (A14275), Sweetland. Great pre-Guilford pictures. 128pp hard $45.00
Delaware & Hudson in Color Vol. 2 (A14287), Plant & Plant. The final years before Guilford. 128pp hard $49.95
Dinner is Served (A12047), Loveland. Inside SP's dining car operations, includes recipes. 242pp, hard $39.95
The Dixie Line (C00087), Castner. History, photos and maps of the NC&StL in steam and diesel days. 96pp hard $26.95
Donner Pass (A12026), Signor. Illustrated history of famous Sierra crossing. 290pp, hard.....$57.95
Encyclopedia of Trains & Locomotives (A12626), Riley. Railroad people, places and machines. 224pp, hard....$22.98
East Broad Top (A12048), Rainey & Kyper. Comprehensive history with maps and photos. 256pp hard.....$49.95
East Broad Top: Slim Gauge Survivor (A15909), Mellander. All-color album of regular-service EBT. 126pp hard $48.00
Electric Trains to Reading Terminal (A17250), Coates. Reading Co. in Philadelphia. 112pp soft $17.95
Erie Lackawanna East (A13424), Zimmermann. EL in Penn., New York, New Jersey. 80pp soft $9.95
Erie Lackawanna in Color Vol.1 (A14261), De Young. Diesel scenes on the West End. 128pp hard $45.00
Erie Lackawanna in Color Vol.2 (A14273), De Young. Diesel scenes in New York State. 128pp hard $45.00
Erie Lackawanna in Color Vol. 3 (A14286), De Young. Lines south and east of Binghamton. 128pp hard.....$49.95
Erie Memories (A13429), Crist. Over 200 B&W photos plus maps, grade profiles, rosters and more. 260pp hard....$39.95
Erie Railroad in Color (A14259), Sweetland. All-color steam and diesel coverage. 128pp hard $45.00
Fairbanks-Morse Locomotives in Color (A14300), Boyd. Comprehensive survey of F-M owners. 128pp hard.....$49.95
Fiddletown & Copperopolis (A12604), Fallberg. Humorous history of fictitious narrow gauge line. 144pp, soft.....$14.95
Great American Railroad Stations (A14020), Potter. Classic surviving stations in all 50 states. 570pp soft $29.95
Great Rail-Trails of the Northeast (A17020), Della Penna. 26 biking trails in New England. 222pp soft.....$12.95
The Great Yellow Fleet (A12028), White. Illustrated history of railroad refrigerator cars. 162pp hard $45.95
Green Bay & Western (A14552), Mailer. Complete history with b&w photos, rosters. 353pp, hard.....$47.95
Hard Coal Carriers Vol.1: First Generation Geeps (A16863), Bernet. GPs in the Northeast. 80pp soft.....$19.95
Hard Coal Carriers Vol.2: Camelback Twilight (A16864), Bernet. CNJ's early passenger locos. 96pp soft.....$19.95
History of Carolina & North-Western (A17014), Bumgarner. 140 years of history before Southern. 190pp hard $49.95
History of the Georgia Railroad (A17016), Hanson. Illustrated history with rosters. 206pp hard $49.95
History of Railroading in Western North Carolina (A17015), Poole. Rails in the Smokeys. 191pp hard....$49.95
Horseshoe Curve Remembered (A00912), Kramer. Color and B&W pix of the curve in all eras. 16pp soft.....$3.95
Hudson & Manhattan Railroad Revisited (A14205), Carleton. 230 photos, 12 maps and more. 128pp hard $29.95
Illinois Central: Monday Mornin' Rails (A13812), Boyd. Personal pictorial from the pre-ICG years. 128pp hard.....$49.95
Interurban Interlude (C76), Quinby. History of North Jersey Rapid Transit. 92pp hard $16.95
The Jersey Central (A16853), Pennisi. Pre-Conrail pictorial of CNJ. 64pp soft $6.00
Jersey Central Story (A14211), Carleton. Locomotive history in black & white photos. 224pp hard $37.95
Katy Diesels to the Gulf (A13806), Lamb. Big, beautiful black & white pictorial. 108pp soft $39.95
Lackawanna - Superpower RR of the Northeast (A17263), LeMassena. DL&W steam 1913-1953. 102pp hard $26.95
Last Steam Railroad in America (A12624), Link & Garver. Day and night photos of N&W steam. 144pp, hard.....$49.95
Lehigh & New England (C81), Crist & Krause. Great B&W photos and detailed maps. 80pp soft $13.95
The Lehigh & New England Railroad (A15701), Lilly. L&NE steam and diesels in color. 136pp hard $45.00
Lehigh Valley - East of Mauch Chunk (A16030), Greenberg & Fischer. Illustrated historical tour . 192pp, hard.....$49.95
Lehigh Valley in Color (A14257), Yanosey. 222 great photos of this most colorful railroad. 128pp hard $45.00
Lehigh Valley in Color Vol.2 (A14264), Yanosey. Terrific action and terminal scenes. 128pp hard $45.00
Lehigh Valley Railroad (A12614), Archer. Detailed history, more than 600 photos, maps. 372pp hard $44.95
Lehigh Valley Railroad New York Division (A15705), Bednar. Diesel action in color. 138pp hard $52.50
Lehigh Valley R.R. Passenger Cars (A16854), Mickey & Warfel. 64 17" x 11" pp soft $13.95
Light Rail Transit on the West Coast (A13425), Demoro & Harder. Contemporary pictorial. 96pp soft $13.95
L&N Diesel Locomotives (A17262), Castner, Flanary & Gordon. Illustrated history model by model. 168pp hard....$26.95
L&N Railroad: The Old Reliable (A17274), Castner, Flanary & Dorin. Illustrated complete history. 232pphard.....$29.95
Memories of N&W Power (A14212), Carleton. Steam and a few diesels in black & white. 176pp hard $34.95
Memories of O&W Power (A14204), Carleton. Black & white photos, steam and diesel. 72pp soft $10.95
Metrolink Commuter Train System (A12045), Simburger. Guide to southern Calif. commuter rail. 222pp soft $15.95
Middletown: Home of the O&W (A12300), B&W photos, track charts, station plans of rural N.Y. town. 102pp soft $17.00
The Mighty 800s (A14001), Kratville. Story of the UP 4-8-4s. 144pp hard $35.00
Minneapolis & St. Louis in Color (A14301), Green. Colorful diesels and some steam. 128pp hard.....$49.95
Morristown & Erie Ry. (A16858), Pennisi. Pictorial study of modern M&E. 48pp soft $8.95
Narrow Gauge...Then and Now (A14500), Gildersleeve & Huxtable. DRGW, C&TS, D&S in color. 48pp soft $14.95
Narrow Gauge to the Hills (A17095), Mead. Glimpses of narrow gauge on four continents. 128pp hard $20.00
New Haven Division: Murray Hil to Cedar Hill (A15100), Sherry. An NYNH&H pictorial. 96pp soft $15.95
New Haven in the Streamline Era (A17260), Doughty. Post-war NH with numerous color photos. 120pp hard.....$33.95
NYO&W in the Diesel Age (A13813), Mohowski. Operations and locomotives from the end of steam. 96pp soft.....$29.95
NYO&W: Milk Cans, Mixed Trains, Motor Cars (A15706), Mohowski. O&W and the dairy industry. 356pp hard....$62.50
NYC and the Trains of the Future (A17269), Doughty. *Aerotrain, Talgo* and futuristic '40s trains. 102pp, hard $25.95
NYC's Early Power 1831-1916 (A14106), Staufer. Over 800 photos and drawings. 350pp hard $50.00
NYC Lightweight Pass. Cars, Trains and Travel (A17271), Doughty. Data on cars and operations. 152pp, hard $28.95
NYC System Diesel Locomotives (A17293), Edson. Photos, plans and rosters of all models. 212pp hard.....$29.95
New York Transit Memories (A13432), Smith. Vintage b&w subway and trolley scenes. 88pp. soft $16.95
NKP Diesel Locomotives (A17265), Holland. Illustrated history with detailed roster. 124 hard $26.95
NKP Passenger Service: Postwar Years (A17268), Holland. Illustrated history of NKP equipment. 128pp, hard $26.95
Nickel Plate Road Publicity Photos 1943-1952 Vol. 1 (A17270), Corns. Over 150 B&W photos. 128pp hard .$25.95
N&W Coal Car Equipment (A12612), Car plans and photos, route maps. 20pp soft $5.95
N&W Railway's Magnificent Mallets (A17285), Warden. The Y-Class 2-8-8-2s. 60pp soft $14.95
Norfolk Southern Diesel Locomotives (A17297), Toth. Model-by-model coverage, illustrated. 108pp hard.....$19.95
Norfolk & Western and Virginian Railways in Color (A17291), Reid. Steam and electrics. 100pp hard $33.95
Official Locomotive Rosters 1998 Edition (A17041), Kerr. Over 850 rosters! Pocket size, soft $19.95
On the Three Foot Gauge (A17097), Mead. RGS, D&RGW, EBT, Isle of Man and more. 104pp soft.....$17.95
The Overland Route (C60), Grenard & Krause. UP steam and early diesel, reprint. 82pp soft $12.95
Pennsy Diesel Power Review (A14213), Carleton. B&W shots of units in action system-wide. 224pp hard.....$44.95
Pennsy K4's Remembered (A00909), Kramer. B&W photos and history on legendary PRR 4-6-2s. 32pp soft $6.95
Pennsy Power (A14101), Staufer. Classic B&W PRR steam pictorial, text by Pennypacker. 319pp hard $50.00
PRR Color Guide to Freight and Passenger Equipment (A14263), Sweetland & Yanosey. 128pp hard $45.00
PRR Diesels Vol.4-Baldwin Cab & Transfer Units (A16140), Hahn. B&W Sharks, Centipedes, more. 70pp, soft.....$16.95
PRR Hudson to Horseshoe (A14292), Volkmer. 200 color pics of Pennsy steam, electrics and diesels. 128pp hard.....$49.95
A Penny a View Vol. 1 (A13020), McCabe & Gordon. Vintage postcard views of Sussex Co. NJ. 48pp soft.....$14.95
A Penny a View Vol. 2 (A13021), McCabe & Gordon. More vintage postcard views of Sussex Co. NJ. 57pp soft....$14.95
Piggyback and Containers (A12041), DeBoer. Illustrated history of rail intermodal service. 192pp hard.....$47.95
PTC Rails (A16867), Kramer & James. Historical B&W scenes from Philadelphia's trolley years. 104pp soft....$21.95
President Travels by Train (A17299), Withers. Presidential rail travel from 1830 to 1996. 422pp hard.....$39.95
R.R. Atlas (Vol. 1): Northeast (00953), Walker. **Temporarily out of stock** .....
R.R. Atlas (Vol. 2): California & Nevada (A00952), Walker. Super-detailed maps. 88pp soft.....$23.95
R.R. Atlas (Vol. 3): Colorado & Utah (A00954), Walker. Super detailed maps. 84pp soft.....$23.95
R.R. Atlas (Vol. 4): Arizona & New Mexico (A00955), Walker. Super detailed maps. 64pp soft.....$23.95
R.R. Atlas (Vol. 5): Great Lakes West (A00956), Walker. Includes Upper MI, Wi, IL. 80pp soft $23.95
R.R. Atlas (Vol. 6): Great Lakes East (A00957), Walker. Includes Lower MI, IN, OH. 84pp soft.....$23.95

P[illegible]tlas [illegible]ol. 7): Appalachia & Piedmont (A00958), V[illegible] Ir[illegible]s NC, TN, KY, VA, WV. 100pp soft.....$23.95
P[illegible] Atlas (Vol. 8): Pacific Northwest (A00959), Walker. M[illegible]es WA, OR, AK, HA. 80pp soft.....$23.95
[illegible]oad Photography: How to Shoot Like the Pros (A[illegible]08), Blaszak. Tips & pics. 64pp soft $24.95
[illegible]road Stations of New England Today (A16855), Beaud. B&M depot pix. 72pp soft $7.95
[illegible]roads of New Jersey (A13000), Cunningham. Illus. history o[illegible]arden State rails through 1915. 328pp hard.$49.95
Rails Beyond the Rutland (C54), Jordan. Successors to the Rutland Ry. 76pp soft $12.95
Rails to San Francisco Bay (A13427), Demoro & Sappers. SP, WP, ATSF and interurbans. 96pp soft $15.95
Remarkable GG1 (A13406), Zimmerman. Complete illustrated history of classic PRR electrics. 72pp soft.....$12.95
RF&P RR, The Capital Cities Route (A17294), Griffin. Lavishly illustrated history. 204pp hard.....$28.95
RF&P RR: Linking North and South (A15903), Mellander & Kaplan. Superb; 180 color photos. 128pp hard $42.00
Rio Grande Narrow Gauge Recollections (A12605), Norwood. True tales of the D&RGW. 272pp hard $41.95
Rock Island In Color, Volume 1: 1948-1964 (A14288), Stagner. CRI&P's exotic diesels, plus steam. 128pp hard...$49.95
Rock-A-Bye Baby (A16866), Taber. History of Rockaway Valley Railroad. 55pp soft.....$11.95
Santa Fe 1940-1971 In Color Vol.1 (A14269), Stagner. Vintage power, Chicago to Kansas City. 128pp hard $49.95
Santa Fe 1940-1971 In Color, Volume 4 (A14291), Stagner. Action in Texas and west to California. 128pp hard.....$49.95
Santa Fe: RR Gateway to Amer. West (A12046), Duke. ATSF history in California. 288pp hard.....$59.95
Santa Fe Streamliners (A13422), Zimmermann. *Super Chief* to Amtrak. 112pp soft $17.95
Seaboard Coast Line Railroad (A17295), Nuckles. Motive power and operations with 200 photos. 112pp hard.....$19.95
Southern Pacific Oregon Division (A14550), Jennison, Neves. All-color pictorial in the diesel era. 128pp hard.$59.95
Southern Railway's Spencer Shops 1896-1996 (A17273), Galloway & Wrinn. Illustrated history. 106pp hard.....$22.95
Steam Spirit (A15876), Huxtable & Shultz. Color album of NS excursion locos. 32pp soft $6.95
Steam, Steel & Stars (A12523), Link. Classic b&w night photos of N&W steam by the master. 144pp, soft $19.95
Stories From the Two Foot Gauge (A17096), Mead. Tiny trains in Maine, Wales and Africa. 84pp soft $17.95
Story of California Zephyr (A13431), Zimmerman. Illustrated history of pre-Amtrak CZ. 104pp soft.....$19.95
Subway to the World's Fair (A00910), Kramer. NYC transit lines that served the 1939 fair. 32pp soft $7.95
Super Chief: Train of the Stars (A12036), Repp. History of Santa Fe's premier train. 256pp hard $39.95
Susquehanna (C80), Krause & Crist. B&W photos of steam and early diesels on the NYS&W. 98pp soft $15.95
Tall Tales of the Rails (A17013), Lonon. Memoirs from the Clinchfield, with photos. 223pp hard 223pp hard $19.95
The *20th Century Limited* 1938-1976 (A17286), Cook. 200 photos, rosters and more. 154pp hard $25.95
Those Magnificent Trains (A15600), Ditlefsen. Color pics and short stories. 88pp soft $14.95
Ticket to Silverton (A15500), Crist, Grenard & Krause. Silverton pictorial. 48pp soft $9.95
Time of the Trolley (A12017), Middleton. From horsecars to light rail, more than 360 illustrations. 240pp hard.....$42.95
Train Master (A16137), Sweetland. Illustrated look at all F-M Train Master owners. 112pp, soft.....$29.95
Touring Pittsburgh by Trolley (A13426), Smith. Pictorial review from the early 1960s. 88pp soft $14.95
Traction Classics Vol. 2 (A12027), Middleton. Parlor, dining, sleeping and high-speed cars. 184pp hard.....$38.95
Train Country (A12620), MacKay & Perry. Illustrated history of Canadian National Railways. 192pp soft.....$24.95
Trains of America (A12607), Helmburger. Color coverage of steam and early diesels. 204pp hard $44.95
Tweetsie Country (A17012), Ferrell. Illustrated look at East Tennessee & Western North Carolina. 232pp hard $44.95
Tweetsie, the Blue Ridge Stemwinder (A17011), Scheer & Black. More history on ET&WNC. 80pp hard $12.95
26 Miles to Jersey City (A16856), Komelski. Pictorial of CNJ depots. 62pp soft $8.95
Twilight on the Narrow Gauge (A13412), Kramer. Rio Grande photos by Krause. 64pp soft $8.50
Uintah Railway (A12621), Bender. Fine photos and detailed history of "The Gilsonite Route." 240pp hard.....$39.95
Union Pacific Official Color Photography Book I (A14284), LeMassena & Yanosey. Rare gems. 128pp hard.....$49.95
UP Locomotive Directory 1998 (A16139), Strack. Detailed roster with B&W photos. 208pp, soft $19.95
Virginian Railway Locomotives (A17288), Lewis. History, photos, drawings and more. 76pp soft $15.95
The Virginian Era (A17282), Lewis. Steam and electrics hauling coal, B&W photos, maps, etc. 60pp soft $14.95
West Virginian Logging Railroads (A17289), Warden. B&W photos, maps, rosters and full histories. 108pp hard....$19.95
Western Maryland Diesel Locomotives (A17272), Stakem & Stakem. Roster info and photos. 106pp, hard.....$24.95
WP Locomotives and Cars (A17264), Dorin. Freight and passenger equipment, illus. with rosters. 128pp hard ..$24.95
Without Fitting, Filing or Chipping (A15708), Winpenny. Illustrated history of Phoenix Bridge Co. 154pp, soft.....$19.95
World of Steam (A14502), Huxtable. Color photos of contemporary steam around the globe. 48pp soft..... $19.95

★ ★ NEW ARRIVALS ★ ★

Berkshires of the Nickel Plate (A17259), Holland.Illustrated history from development through fantrips. 124pp, hard....$26.95
Great Adventure (A17075), Burwash. Modern day railroading on BNSF's Stevens Pass in b&w.128 pp, hard $39.95
PRR Diesels Vol.1-Alco RS Series (A16141), Hahn. Roster with numerous B&W photos. 56pp, soft.....$14.95
PRR Diesels Vol.2-Baldwin Switchers and Road Switchers (A16142), Hahn. VO-660 thru AS-616. 128pp, soft.....$16.95
PRR Diesels Vol.3-2nd Generation EMD Road Switchers (A16143), Hahn. GP30 thru SD45 in B&W. 200pp, soft.....$16.95

COMING IN 1999

Revised Northeast Railroad Atlas by Mike Walker. Detailed rail maps of NY, NJ, PA, DE, MD. Larger scale, more detail than the previous edition! Release date to be announced.

To Order Call Toll Free
1-800-474-6995 24 Hours a Day.
(Please have credit card ready; this number is for orders only, not customer service.)
Or Fax Your Orders To Us: 1-973-383-4064

Carstens Publications, Inc. • P.O. Box 700 • Newton, NJ 07860

I've enclosed $ _____ in: ☐ check ☐ money order ☐ credit card (no cash please)

Please send books indicated below:

Title _____ Book # _____ Price _____

Title _____ Book # _____ Price _____

Title _____ Book # _____ Price _____

Title _____ Book # _____ Price _____

CHARGE TO: ☐ Am Ex ☐ Optima ☐ MasterCard ☐ VISA ☐ Disc exp. ___/___/___

CARD # _____ SIGNATURE _____

NAME _____ STREET _____

CITY _____ STATE _____ ZIP _____

Postage & Handling: U.S. $2 per book; Foreign $2 per book plus 20%; N.J. residents add 6% sales tax; Canadians add 7% G.S.T. Allow 4-6 weeks for delivery. Prices subject to change without notice.

2704

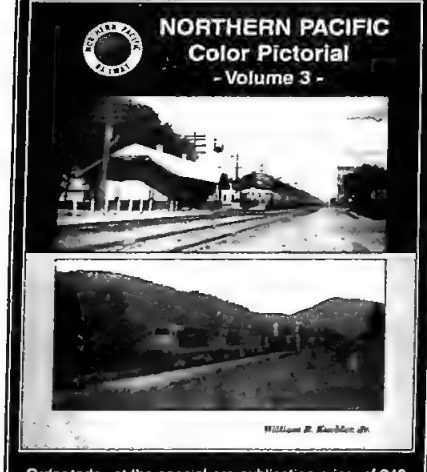
Canadian Railway Books
We have now published almost 70 pictorial reviews of Canada's railways. For complete information see our website at: http://www.cadvision.com/brmna/
send a SAE to: Donald Bain, BRMNA
5124 33 St. N.W., Calgary, Alberta, Canada T2l 1V4
or leave a massage on 1-800-340-3108

NYS&W 1999 CALENDAR
14 Color Photos, New Larger Format
$8.95 + 2.00 Postage
order from:
NYS&WT&HS
PO Box 121, Rochelle Park, NJ 07662-0121

Buying & Selling Since 1959
Interested in maps, old railroad, trolley, timetables, guides, badges, passes, post cards, rail magazines, technical data, books, advertising, etc. Free listings for most major railroads - Send SSAE and your list (specify railroad and specific items for sale or wanted). Fair prices paid for all rail material. How about Pullman?
Nestle's Railroadiana
We specialize in diversity.
RD#2 Ray Road, Box 105, Greenwich, NY 12834

THE DEPOT ATTIC
AT STRASBURG
209 GAP ROAD, ROUTE 741
STRASBURG, PA 17579
AUTHENTIC AND ORIGINAL RAILROAD COLLECTIBLES OF EVERY DESCRIPTION
NEW BOOKS, USED BOOKS, RARE BOOKS, HARDWARE, CHINAWARE, SILVERWARE, TIMETABLES, BROCHURES, POSTERS, SIGNS, SIGNALS, PASSES, PRINTS, LANTERNS, LAMPS, PAINTINGS, BADGES, ETC.
ANYTHING & EVERYTHING RAILROAD!
SEND $2.00 FOR CATALOGS
PHONE (717) 687-9300

Northern Pacific
Color Pictorial - Volume 3
by noted Northern Pacific historian *William R. Kuebler, Jr.* Four Ways West Publications brings you this great new 128-page all color book, featuring 1st & 2nd Generation diesels; steam & diesel painting and lettering schemes plus much more. Just in time for Christmas!



Order today at the special pre-publication price of $40 + 4 s/h - $6 foreign. *NP Color Pictorial - Volume3* will be ready in late November 1998 - *Reg. price $49.95 + 4 s/h*

Four Ways West Publications
P O Box 1734
La Mirada, CA 90637

For Credit Card Ordering = Fax 714/521-5664
Include MC or Visa + Card No. & Exp. Date

ON THE MENU

by JAMES D. PORTERFIELD

New Year bodes well for rail dining

WANT A SYMBOL of the dynamism of rail dining today? Consider my mailbox. My "future columns" file once took six months or more to fill with news clips sufficient for this space. The end of 1998, however, has seen readers and publicists alike fill now two consecutive columns. And it's the off-season. Consider the following . . .

The Railroad House: This trackside eatery/bed & breakfast, described in the August 1996 issue, exudes charm and railroad history. Recently, owners Richard and Donna Chambers launched the first of a planned series of railroad-specific dinners. The first round, all with seating scheduled for 6:30 p.m. on Friday, focused on the Southern Railroad (November 6, 1998), the Pennsylvania Railroad (November 13th), and the Reading Railroad (November 20th). Subsequent months will focus on the culinary output of other equally famous railroads from throughout the United States. Railroad House, is located at the corner of West Front and South Perry Streets, along the Susquehanna River and Conrail's two-track Lebanon Valley Branch, in Marietta, Pennsylvania, just south of Harrisburg. Call 717/426-4141 for information on future dinners and to make reservations.

ChinaConcepts wins second straight Decorators Award: In October, Dick Luckin's company, ChinaConcepts (621 Cascade Court, Golden, CO 80403-1581; 303/278-0669), was presented with its second consecutive annual Discover Award, again placing first in the Institutional Tableware Ceramic category at the Society of Glass and Ceramic Decorators convention in New Orleans. The group's annual meeting showcases china and glass representing some of the nation's leading decorators and designers of tabletop ware. ChinaConcepts won this year for its design and decoration of a new pattern, *Tampa*, which was developed for CSX Transportation. Last year's Award honored the company's blue cobalt and gold etched design of china for the private luxury train *American Orient Express*.

American Rails: The seemingly tireless Michael Lèson, through his MLD Group, continues to release rail-themed pieces and place settings of china tied to specific railroads. The latest release is Box Cars, mugs with the freight car wrapped around the entire outside surface and the logo inside the back (for right-handers) lip. The initial offering is of eight road names: PRR, B&O, ATSF, IC, SP, C&O, Lehigh Valley and Wabash. Coming are more road names, more cars — gondola, tank car, flat car, hoppers, etc., cabooses, freight engines, passenger engines and passenger cars. "You'll be able to construct a whole train," Michael says enthusiastically. "These U.S.A.-made pieces feature individual color separations, not four-color process. In that way the colors are more defined, and I can make the art more detailed." Out soon, the Flag Series, including an 8¼" plate with a fallen flags logo on front and its history in backstamp, as well as a five-piece place setting of authentic replica china. "My first Flag will be the Chicago, Burlington & Quincy," says Lèson, "with the place setting being from the *Zephyrs*." For more information, visit the company at *www.americanrails.com* or write or call MLD Group, Inc., at P.O. Box 5368, Youngstown, OH 44514; 800/653-1103 or 330/726-4788; fax: 330/726-2274.

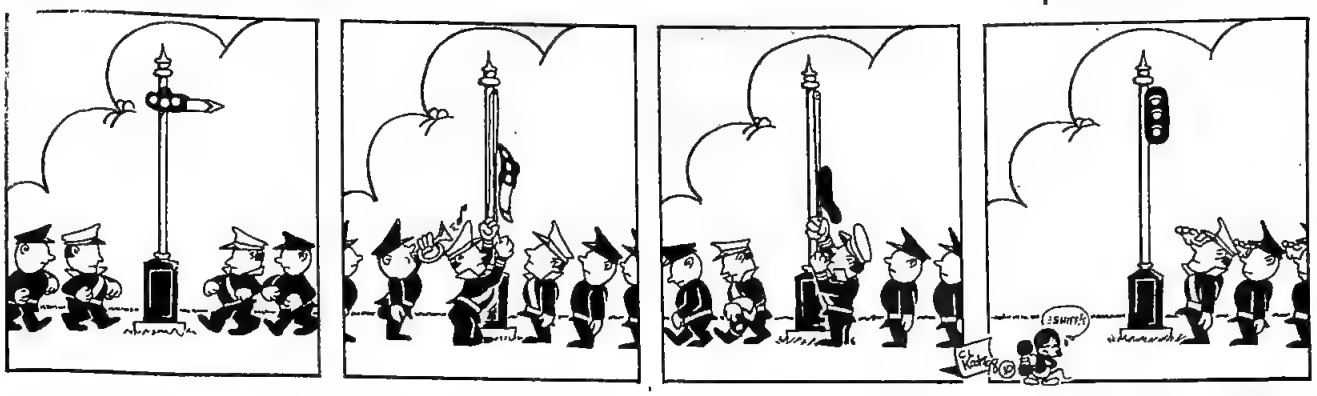
Pullman Indian Tree china: The Washington, D.C., Chapter of the NRHS is offering preproduction pricing through January 1, 1999, on its reproduction of this famous, tastefully designed, multi-colored china. The group, operators of the private heavyweight bedroom/buffet/lounge *Dover Harbor*, turned to the original manufacturer to make this one of the most recognized and sought-after china patterns among railroadianans. The group gives you three selections: a basic place setting (oatmeal bowl, large platter, cup and saucer and tea plate), a full setting (the basic setting plus breakfast and bread & butter plates) and individual coffee mugs for $79.00, $109.00 or $8.95 respectively (plus shipping). For more information, and a color illustration, go to *www.dcnrhs.org/china.htm/* on the world wide web, or call 301/292-9592.

***AOE* announces 1999 schedule:** From offices in Downers Grove, Illinois, Oregon Rail Corporation subsidiary American Orient Express Railway Company, new managers of the *AOE* (replacing TCS Expeditions), has announced a slightly expanded schedule of runs for this private luxury train in 1999. Beginning on February 25th with the first of three *Jazz & Blues* tours between Chicago and New Orleans, 35 trips are planned. Other tours include five tours of the *Antebellum South* (between Washington and New Orleans), one *Great Transcontinental Journey* (Washington-Los Angeles), four *Great Trans-Canada Rail Journeys* (Vancouver-Montreal), four runs each of the *Rockies & Yellowstone* (Portland-Denver) and *National Parks of the West* (Denver-Santa Fe) tours, two *Great Northwest* (Portland-Seattle) excursions, six *Quebec and The Canadian Maritimes* (Montreal-Halifax) runs, to end November 4th with run number six of the *Pacific Coast Explorer* (this one from Seattle to Los Angeles).

PLEASE SEND correspondence concerning On The Menu directly to: Jim Porterfield, 763 Cricklewood Drive, State College, PA 16803.

RAILFUN

by CURT KATZ



July Lew, instrumental in the fine menus featured in the dining cars, and now Director of Hotel Operations for the company, proudly reviewed improvements they've made since we last visited with this train (February 1996). "Recent changes in the kitchen," she says, "now enable you to order off a menu when you come to the dining car. And we feature open seating. You can come in any time between 7:30 and 9:00 to enjoy a dinner of your choice." Her culinary partner, Panurat Poladitmontri, "Rut" to his friends, who is now Director of Passenger Operations — "He's on the train and I'm on the ground" Judy explains — has even been known to prepare regular passengers' special favorites when he can, even if it's not on the menu.

For armchair travelers, a glimpse of an *AOE* trip can be had in the video version of PBS' "The Rockies By Rail." Copies are available for $19.95 (plus $4.50 shipping) from Acom Media Publishing Company, 7910 Woodmont Avenue, Ste. 350; Bethesda, MD 20814-9467; 800/999-0212.

Clips from two anonymous readers demonstrate rail dining's reach into the world of food-loving folks:

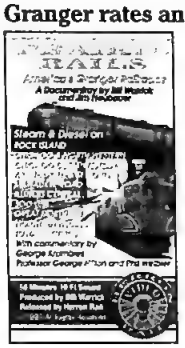
"The Rail World": A feature by this title appeared on pages 24–28 on the August 1998, issue of *Food & Wine*, one of the handful of American magazines devoted to fine dining. It comments on food service onboard a number of vaunted trains, including the England-France-Belgium *Eurostar* (thumb's up), the French high-speed *TGV* (thumb's down), and the Trans-Siberian Railway (thumb's down in Russia, thumb's up in China). "Feast and famine" the headline said, to summarize writer Mark Kurlansky's experiences on the trains of Europe and Asia.

"Lucius Beebe": *Gourmet*, another one of fine dining magazines, ran a reminiscence of Lucius Beebe entitled "The Last Magnifico" in the Legends Department of its February 1998, issue (pages 82–85). That only brief mention is given to his railroad writing, which many railfans know was itself voluminous, demonstrates the wide range of Beebe's intellect. It was not known to this writer, for example, that he was appealing (Beebe aficionados know perhaps that's not the right word) enough to be profiled in *The New Yorker*, to be on the cover of *Life* magazine and on the best-seller list for nearly a year with his book *the Big Spenders*. Not mentioned is that you can charter his best-known private car, the *Virgina City*, which is being restored by its present owners, Wade and Julia Pellizzer, to Beebeian splendor.

Looking ahead: The 1999 Railroad Heritage Conference, to be held in Altoona, Pennsylvania, June 17–20th, will be a salute to Railroading in Art, Music and Literature. An added feature will be the first annual Trains in Motion Pictures film festival. As the Master of Ceremonies, you can be sure I will see to it that *The Harvey Girls* is one of the movies shown. For information call 814/949-5048.

VIDEOS

Granger rates and railroads



Prairie Rails, from Herron Rail Video, 2016 North Village Avenue, Tampa, FL 33612; 800/783-3886; 56 minutes, mostly color, $39.95 plus $4.00 shipping on one tape, $1.00 each additional tape (Fla. res. add 7% tax, Penn. res. add 6.5% tax).

From the desk of writer Jim Neubauer, no stranger to our hobby, comes an unanticipated narrative that overlays all of the visuals of this tape — a discussion of rail rate history relative to each line covered on the tape, particularly the impact of local granges on rates and the eventual emergence and dominance of the ICC. As the scholarly discussion proceeds in the background, a vast variety of scenes and clips parades by on the screen. The economics and rate scholar may choose to "view" this tape with his/her eyes closed, while the hard-core video runby fan may want to turn the sound down. The choice is yours. Since I cannot comment on the technical aspects of the rate discussion, but found it most interesting and economically logical, I'll concentrate on the visuals.

In rather cryptic fashion, here's what we see. For the Rock Island, we see 4-6-0 No.9 going to the 1948 Chicago fair, freights with 4-8-4s in color and 4-8-2's in black & white, the Rocket streamliners, F units on freights, pacing scenes of a Mikado, commuter trains, a ride in an F unit, the *Aerotrain*, and an attempted demolition of a main line

Hey! I saw one of those new AC units last weekend... I *think* it was number 53 (or *was* it 54)... Well, I'm *pretty sure* it was on a coal train. *I sure wish I had written it all down...*

Introducing the new *Train*Tracker™ System from Water Level Industries. Designed for railfans who want to keep a complete record of the trains they watch. Contact us now for details. Or, for a limited time, order item TTS001, a complete *Starter*Set for a special price of just $15.95 (save 20%!).

*Add $3.00 per order for foreign shipment.
All payments in US funds. MI Residents add 6% Sales Tax.

Water Level Industries™
Dept. R • P.O. Box 700463 • Plymouth, MI 48170
1 800 WLI-RAIL • WLII@aol.com

WHAT DO YOU GET...

NATIONAL RAILWAY HISTORICAL SOCIETY

...in the world's largest and best-known rail preservation society?

- Bimonthly historical magazine
- Annual NRHS Convention
- Over 160 Chapters in the USA, Canada and Great Britain
- The satisfaction of keeping our railroad heritage alive

SEND $18 for membership ($9.00) in June, July & August; outside USA add $4) or ask for more information.

NRHS
P.O. Box 58547-D
Philadelphia, PA 19102

Phone: 215-557-6606 Fax: 215-557-6740

Concord & Claremont RR
by Mead
Discounts to dealers
$14.95
plus $3 s&h
Soo-nipi Pub., Sunapee NH 03782

TRAIN SCREEN SAVERS
www.djrailproducts.com
Six unique color sets, *satisfaction guaranteed*
Favorites '48-'69
Favorites '69-'95
Horseshoe Curve
CR&PRR
50 Years on LIRR
Great Northern, & NP
Derailed & Unusual
FUN. LASTING. EASY TO GIVE!
Order now
23.95 ea. ship. incl.
Check or Visa/MC
info:SASE
DJ Rail Products
(757) 465-5927
Dept RFR
P.O. Box 9102
Chesapeake, VA
23321-9102
FOUR NEW SETS!

Mainline Steam Tour - April 1999
NEW ZEALAND

Nth British J1211 "Gloria"
For NZS1545.00 combine the excitement of steam with spectacular scenery on a 6 day 2100 Km rail adventure tour of North Island, behind immaculate 4-8-2, and 4-6-2 locomotives. Plenty of photo run-bys in scenic locations. Quality accommodation inclusive. Also inquire about September 1999 Trans Alpine Tour. Contact:
MAINLINE STEAM TRUST
23 Cheshire Street, Parnell, Auckland, New Zealand
Phone/Fax 64-9-2705592
email: mainlinesteam@clear.net.nz
Internet site: www.trainweb.com/ttt/mse.htm

Carl Loucks
...SELLING RAILROAD TIMETABLES
P.O. Box 484, North Haven, CT 06473

PUBLIC TIMETABLE SPECIAL:
The history of your favorite road told in timetables. Three system timetables, one from the 1940s, one from the 1950s, and one from the 1960s. Choose from ATSF, ACL, B&M, B&O, CB&Q, C&EI, C&NW, C&O, CV, D&RGW, D&H, DL&W, ERIE, GN, IC, L&N, LV, MILW, MKT, MP, NH, NP, NYC, N&W, PRR, SLSF, SOU, UP, WAB, WP.

Each set, three timetables $25
Any five sets of three TT's each, 15 Timetables $100

EMPLOYEE TIMETABLES:
ATSF - System 1992
BNSF - Gulf Division 1997
BNSF - Yellowstone Division 1997
Boston & Maine-System 1966
Chicago & North Western-System 1985
CN - Western Canada Area 1993
CSX - Detroit Division 1996
CSX - Jacksonville Division 1996
Conrail - Philadelphia Division 1996
Denver & Rio Grande - System 1980
Milwaukee Road - System 1982
NS - Kentucky Division 1996
NS - Pocahontas Division 1992
SOO Line - System 1989
Penn Central - Northern Reg. 1968
Union Pacific - System 1989

Each ETT $20.00
Any Five for $70.00

VISA/MC/AX
NEW CATALOGUE ISSUED MONTHLY.
SENT WITH EACH ORDER OR SASE.

coaling tower. AT&SF views include Fs and FM's on freight, interior views of the *Super Chief*, 4-8-4 action scenes, grain elevators in Kansas, etc. Covering the Illinois Central, we get miscellaneous steam clips, a cab ride, yard views and E-units on passenger trains. The Chicago & North Western is represented by E's on passenger trains, the *400* and 4-6-2 action views. On the Soo we mostly see freights powered by F units. The Milwaukee Road coverage is dominated by *Hiawathas* powered by 4-6-4s and passengers powered by E-units. The Chicago Great Western coverage is sparse. The CB&Q is covered extensively by F units, Geeps in the Chinese red scheme, the *Pioneer Zephyr*, views of work in an RPO, steam powered passenger trains, some modern day Northern Pacific 4-6-0 328 4-6-0 video clips, in-cab scenes and so on. The Minneapolis & St. Louis is represented by b&w views of FT's on freight. And so on. A lengthy interview with Professor George Hilton (on screen) covers a number of rate and competitive issues, with the clear obser[illegible] that the [illegible]d west [illegible] too many railro[illegible]ad lines to [illegible]conomical[illegible] survive as first [illegible].

The scenes sh[illegible] can be very rare and, depending on your taste, all are worthy of examination due to general scene content, motive power or consists, which range from the steam era to more modern second generation operations, as appropriate, but with an "early days" emphasis. The best way I can describe the visual presentation is that it parallels the potpourri style of the early Glory Machines tapes. Technically, the tape is well executed with the image quality I'm certain paralleling that of the original footage, although, of course, some of the scenes are "too short." A collection of amateur as well as what appears to be public relations footage, it's quite a collection of clips. Don't forget the educational narration, too (which I found hard to concentrate on with the parade of scenes before me). This tape is probably a "must" for Midwest fans — *Tom Kelcec.*

Camera Bag

by Jim Boyd

Think snow!

It happens every winter. I have to learn how to take pictures all over again. The problem is snow. You cannot just merrily point your camera, trust the light meter and shoot. You have to think snow.

You've probably seen winter shots where the snow was gray and the trains were muddy blobs. "The weather was pretty bad that day," is the usual excuse for such pictures. But the problem is that the camera driver simply did not understand the light meter. Snow changes everything — and it delights in faking out your light meter, which works just fine all the rest of the time.

A light meter is an idiot. Even the best "program" meter in your auto-everything camera is still an idiot. It assumes that the subject is reflecting 20% gray overall. And it adjusts the aperture to give you a perfect exposure based on that assumption. But most snow is not 20% gray.

Your light meter looks at the bright snow and says to itself, "Gosh, that's bright for 20% gray; I'd better take it down a couple of

O. WINSTON LINK'S
THE FADING GIANT
Sounds of Steam Railroading, Volume 2

Now available on CD: O. Winston Link's classic recordings of steam locomotives at work. Recorded in 1957 and 1958 on board Norfolk and Western trains and along the tracks, these long-unavailable recordings feature almost 80 minutes of stirring sounds from the last stronghold of steam railroading in America.
This incomparable recording, digitally remastered from the original tapes, is accompanied by a 28-page descriptive booklet containing 26 of Winston Link's best photographs.
The price is $20, including shipping & handling. Check or money orders only, please.
Also available: "Trains that Passed in the Night," 58-minute video documentary featuring Link's great night photography of the Norfolk & Western. $44.95, includes S&H.
Available directly from:
O. Winston Link Railway Productions
4920 Buckhorn Road, SW Roanoke, VA 24014

ops." Bingo, your picture is about two stops underexposed — the white snow is rendered 20% gray, and everything else gets kinda dark.

When shooting in snow, you have to expose for the subject, not the snow — unless the subject is the snow, of course. But for a train in the snow, you have to take your meter reading off the subject and not the overall snow scene. If you're waiting for a train that is approaching, you want to find something with the same lighting and overall color as the anticipated train to use for your meter reading. I often used the palm of my hand for the "subject" if I was out in a lineside snowbank with nothing to meter off of. One enterprising fan duct-taped a standard photographer's "Gray Card" to the inside of his camera bag's top flap and used it for metering in the field. (Most good professional camera shops will have or can get Gray Cards, and they're not expensive.)

You'll find that your exposures in either sun or grub, will be pretty similar to the same subjects without the surrounding snow. You want the snow in your photos to be "white," not gray, so you want it slightly overexposed, while the darker subjects are rendered more properly exposed.

This applies in both bright sun and overcast situations. You can get some very dramatic snow scenes in grubby weather, where the atmosphere itself contributes to the intensity of the subject. But exposure is critical, and the natural tendency is to expose for the snow and underexpose the overall picture. But a properly exposed snow scene in overcast weather can have very powerful imagery as colors are muted to shades of gray. But again, exposure is critical. You have to decide what you are depicting: Do you want a well-exposed train or a murky scene of a dark locomotive and brilliant headlight penetrating through blowing snow under a threatening gray sky? Once you have determined what you want, use your light meter accordingly, but don't simply meter off the snow.

Colorado Railroad Museum
The Railroad Book Source
CALL US FIRST ! 800-365-6263

Best Selection of Railroad Books
We **stock** over 1000 titles from throughout the country, hundreds of videos, calendars and gifts available.
FAST PERSONAL SERVICE!

Biggest & Best RR Book Catalog $2.00
(refundable with first purchase)

Members receive discounts!
Call for information, and charge to your credit card, today!

Purchase from us and help to preserve railroad heritage!

Colorado Railroad Museum
P.O. Box 10, Golden, CO 80402-0010
800-365-6263 / 303-279-4591 / fax 303-279-4229

WE'LL PUT YOU IN TOUCH WITH THE WORLD OF MODEL RAILROADING
Visit our website to find out who we are and what we do for you...
http://www.mria.org
Model Railroad Industry Association
303 Freeport Road
Pittsburgh, PA 15215

NEW Video from CHANDOS TELEVISION PRODUCTIONS

the CONDUCTOR
Follow an Ontario Northland Railroad conductor for a shift on the "Little Bear" mixed train, Canada's most eccentric train, as it shuttles people and vital supplies to the edge of the Arctic Circle.
only $24.95
60 minutes

3:59 three hours + fifty-nine minutes
The Metropolis. Canada's fastest train - the LRC express!
NEW $29.95

TRACKS with POLAR BEAR
Climb onboard for a day in the life of the Ontario Northland Railroad. $24.95

TRAINS OF THE ST. LAWRENCE VALLEY VOL 1 & 2
Mainline CN and CP action $14.95 each

Send cheque or money order to
CHANDOS TELEVISION PRODUCTIONS
118 Cumberland St. Cornwall, ON K6J 4H5
Cdn Residents Add 7%, & Ont Residents an Additional 8%

See stills from all our videos on the internet at
www.datacom.ca/chandos/

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

1A. TITLE OF PUBLICATION: RAILFAN & RAILROAD	1B. PUBLICATION NO: 516-650	2. DATE OF FILING: 10/20/98	
3. FREQUENCY OF ISSUE: MONTHLY	3A. NO. OF ISSUES PUBLISHED ANNUALLY: 12	3B. ANNUAL SUBSCRIPTION PRICE: $27.95	
4. COMPLETE MAILING ADDRESS OF KNOWN OFFICE OF PUBLICATION (Not printer): CARSTENS PUBLICATIONS, INC. PO BOX 700, NEWTON, NJ 07860			
5. COMPLETE MAILING ADDRESS OF HEADQUARTERS OR GENERAL BUSINESS OFFICE OF PUBLISHER (Not printer): 108 PHIL HARDIN ROAD, NEWTON, NJ 07860			
6. FULL NAMES AND COMPLETE MAILING ADDRESS OF PUBLISHER, EDITOR, AND MANAGING EDITOR (Do not leave blank): PUBLISHER (Name and complete mailing address): HAROLD H. CARSTENS, PO BOX 700, NEWTON, NJ 07860			
EDITOR (Name and complete mailing address): NONE			
MANAGING EDITOR (Name and complete mailing address): E. STEVEN BARRY, PO BOX 700, NEWTON, NJ 07860			
7. OWNER (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual must be given. If the publication is published by a nonprofit organization, its name and address must be stated.) (Item must be completed.)			
FULL NAME: HAROLD H. CARSTENS; COMPLETE MAILING ADDRESS: PO BOX 700, NEWTON, NJ 07860			
CARSTENS PUBLICATIONS, INC.	PO BOX 700, NEWTON, NJ 07860		
8. KNOWN BONDHOLDERS, MORTGAGEES, AND OTHER SECURITY HOLDERS OWNING OR HOLDING 1 PERCENT OR MORE OF TOTAL AMOUNT OF BONDS, MORTGAGES OR OTHER SECURITIES. (If there are none, so state.)			
FULL NAME: NONE	COMPLETE MAILING ADDRESS		
9. FOR COMPLETION BY NONPROFIT ORGANIZATIONS AUTHORIZED TO MAIL AT SPECIAL RATES (Section 423.12 DMM only) The purpose, function, and nonprofit status of this organization and the exempt status for Federal income tax purposes: (Check one) (Check one) ☐ (1) HAS NOT CHANGED DURING PRECEDING 12 MONTHS ☐ (2) HAS CHANGED DURING PRECEDING 12 MONTHS (If changed, publisher must submit explanation of change with this statement.)			
10. EXTENT AND NATURE OF CIRCULATION	A. AVERAGE NO. COPIES EACH ISSUE DURING PRECEDING 12 MONTHS	B. ACTUAL NO. COPIES OF SINGLE ISSUE PUBLISHED NEAREST TO FILING DATE	
A. TOTAL NO. COPIES (Net Press Run)	59447	54899	
B. PAID AND/OR REQUESTED CIRCULATION 1. Sales through dealers and carriers, street vendors and counter sales	24020	22281	
2. Mail Subscription (Paid and/or requested)	16409	16933	
C. TOTAL PAID AND/OR REQUESTED CIRCULATION (Sum of 10B1 and 10B2)	40429	39214	
D. FREE DISTRIBUTION BY MAIL, CARRIER OR OTHER MEANS SAMPLES, COMPLIMENTARY, AND OTHER FREE COPIES	565	569	
E. TOTAL DISTRIBUTION (Sum of C and D)	40994	39783	
F. COPIES NOT DISTRIBUTED 1. Office use, left over, unaccounted, spoiled after printing	2785	2818	
2. Return from News Agents	15668	12298	
G. TOTAL (Sum of E, F1 and 2 - should equal net press run shown in A)	59447	54899	
11. I certify that the statements made by me above are correct and complete.	SIGNATURE AND TITLE OF EDITOR, PUBLISHER, BUSINESS MANAGER, OR OWNER		

PS Form 3526, July 1994 (See instructions on reverse)

CAJON RAILS
BOOKS, VIDEOS, WEARABLES AND COLLECTABLES
SAVE $$$$$ WITH CAJON RAILS

Our prices are generally lower than other advertiser's prices. If not, we will match prices of other verifiable current ads.
CHECK OUR CURRENT AD IN "TRAINS" MAGAZINE or send (4) 32 cent stamps* for our latest 40+ page "Free" Book, Video, Wearables and Collectables catalog.
We stock over 600 book titles and 550 video titles. Our railroad jackets, tees and sweat shirts are always 20% discount of retail prices!

1-800-352-2923
E-MAIL: CAJONRAILS@HOTMAIL.COM
INFORMATION: 1-909-394-1616
24 HOUR FAX: 1-909-394-1053
*$1.00 refund with first order
CREDIT CARDS ACCEPTED
MAIL ORDERS WELCOME MAIL TO:
CAJON RAILS
915 ARROW, #130R • SAN DIMAS, CA 91773

GREEN MOUNTAIN RAILROAD
1999 CALENDAR
Featuring: Alco's and EMD's, Freight and Passenger, in Scenic New England, ALL COLOR, 14 Views!
$8.95 plus $3.00 s&h each.
Also Available: Green Mountain Flyer T-Shirts ($14.95 ea.) and Sweats ($ 24.95 ea.) $2.50 s&h each.
Send S.A.E. for Catalog Sheet on Other GMRC Items.
Vermont residents add 5% sales tax.
Dealer inquiries invited
Also on sale at our office.
P.O. BOX 498
BELLOWS FALLS, VT 05101

Receive Train Communications Anywhere!
UNIDEN BEARCAT BC-235XLT Trunktracker
• Programable • 300 Channels • 12 Bands Including Public, Service Air and 800MHz
ONLY $199.99 ($8.00 shipping)
Features: 10 Banks of 30 channels, 10 priority channels, twin-turbo scan & search, one-touch weather band search, data lockout, headphone jack, WX search, rechargeable ni-cad battery, illuminated LCD, lockout, auto delay, volume and squelch control.
Accessories: 2 Ni-Cad rechargeable packs, AC adapter/charger, rubber antenna. Dimensions: 2 1/2" x 1 3/4" x 6". Coverage: 29-54, 118-174, 406-512, 806-956 MHz. (Excludes cellular)
CC015 Leather Carry Case $27.99

UNIDEN SPORTCAT SC-150
• 100 Channels • 12 Bands Including Public, Service Air and 800MHz
ONLY $159.99 ($8.00 shipping)
Features: 10 one touch direct access channels with 10 corresponding channel identifiers, twin-turbo scan & search, one-touch weather, band search, data lockout, headphone jack, WX search, rechargeable ni-cad battery, illuminated LCD, lockout, auto delay, volume and squelch control. Specify yellow or black. Dimensions: 2 1/2" x 1 3/4" x 6". Coverage: 29-54, 118-174, 406-512, 806-956 MHz. (Excludes cellular).
CC015 Leather Carry Case $27.99

All merchandise new, in factory sealed cartons
Send for Free Catalog Listing Scanners, CB's Plus FM Two Way Radios, and Accessories
MASTERCARD — VISA ACCEPTED
Scanner World, USA®
10 New Scotland Ave.
Albany, NY 12208
Phone: (518) 436-9606 • Fax (518) 465-2945
TOLL FREE ORDER LINE: 800-476 7990
Internet: http://www.scannerworld.com
"The Largest Dealer of Scanners in the World"

On sunny days, you'll find that the sun and sky are about the same exposure as they would be in the summer, but the ground is white instead of green. And you want that white to be white, not medium gray, like the meter will render it. The snow will reflect more light, opening up shadows and improving the overall illumination of the subject, but the actual exposure will usually be only about a half stop brighter than that same scene would have been without the snow.

Every year I have to fine-tune my snow shooting techniques, because I have to think every exposure and not just go by the meter. And this year will be an all new experience, because I have my new "auto-everything" Nikon N8008, and I don't have a clue how that sophisticated meter will react in snow. It has done a wonderful job all summer (and I was surprised how well it handled the clear white New Year's Eve PCC streetcars last week), but I really don't know what to expect from the first snow.

What I will probably do when the first snow flies is go lineside with a non-critical subject and shoot identical shots with one of my old winter-wise Nikon FM2s and with my automatic N8008 and compare the results. This is good practice with new equipment under any conditions, but it's especially important with snow.

You may have a super camera with a program mode that can handle snow — check your instruction booklet. But regardless of whether you're using a new camera or a battle-scarred veteran, when the ground turns white, if you want good photos, you have to turn on your brain and "Think Snow."

Or sleep until spring.

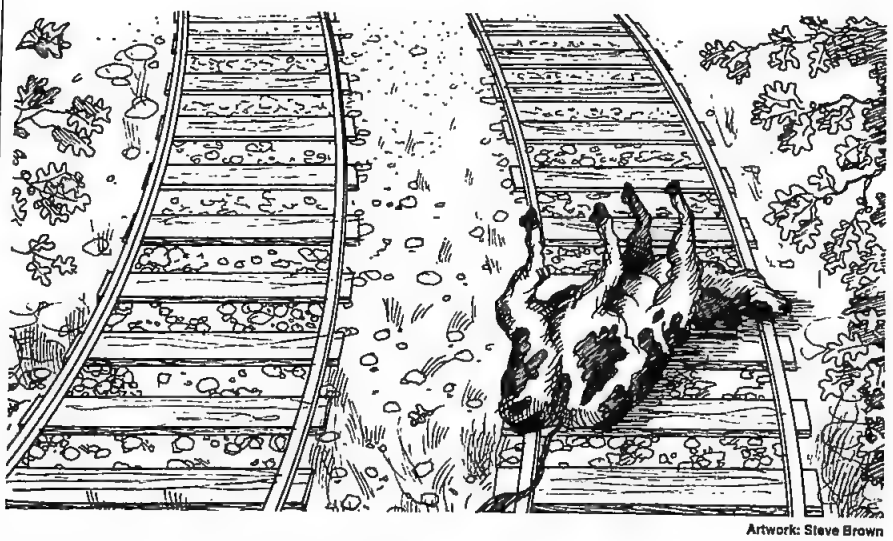
THE ENGINEERS'S SEAT

by THOMAS D. DRESSLER

The keen boveene*

I WAS FIRING on Train No.X-31-P, the Portsmouth-to-Circleville, Ohio, turn-around shifter, a 139 mile round trip job. I was a promoted Engineer but could only hold a Firemans' position at the time. My regular Engineer had marked off for the day, so I was working with an extra hogger and we were called for 0700 on a beautiful, bright early summer Saturday out of our home terminal of Portsmouth.

Following a long day of working several points between the two cities — the Detroit, Toledo & Ironton interchange at Glen Jean (Waverly), Mead Paper and the B&O/CH&D interchange at Chillcothe, the grain elevators at Kingston and Elmwood Farms and finally several locations in downtown Circleville, we were getting short on working time (Train and Engine Service employees are only allowed 12 hours total continuous time on duty under the Federal Hours of Service Act) and were finally heading home, with two GP9s and ten cars. The Engineer had run west and, after turning and swapping ends of the locomotive consist at "Round Town" (our nickname for Circleville), I was running east. I had her right on the mark, the then-allowed track speed of 65 per, wanting to get home. After many hours of starting, stopping, back and forth crashing and banging around switching and dropping and kicking freight cars, we were ready for some time off.



Artwork: Steve Brown

I was enjoying the fresh air blasting across my face and playing with the throttle to hear the GP9s rev up and down. There was *no* diesel ever built that sounded as good as an EMD Model-567, 16-cylinder prime mover when the throttle position was changed. The later model, larger EMD's were more subdued, and to me the gawd-

**pronounced "boveeeene;" alternate title for this column is "The keen bovine" which would be pronounced "boveene" — TDD.*

a... l s... nds of the GE's are not worthy of c... men... but an EMD 567 was beautiful m... ic, almost as pretty as Hank Williams s... ing "Hear that lonesome whippoorwill, h... sounds too blue to fly." The old head st... am guys on this part of the N&W used to li... en for hours to an A-class 2-6-6-4 blast up Kingston Hill but, having missed that pleasure except with excursion engine 1218, I felt as strongly about the sound of a 567!

As we rounded a curve at Wakefield, milepost N-624, a westbound coal train was approaching us and as I reached down to dim the headlight as a courtesy to the approaching train, the coal train Engineer called on the radio and told me they had hit a boveene-type animal just a few miles back at Clifford and that the carcass was laying between the rails of our eastbound track.

My first intention was to slow the train a little and hit the stricken animal, assumed dead at this point in time, at about 40 per, hopefully knock it off the tracks and keep going south towards home (on this portion of the N&W, geographical direction north was westbound and south was eastbound). My Engineer must have read my mind as he suggested I stop short of the stricken beast.

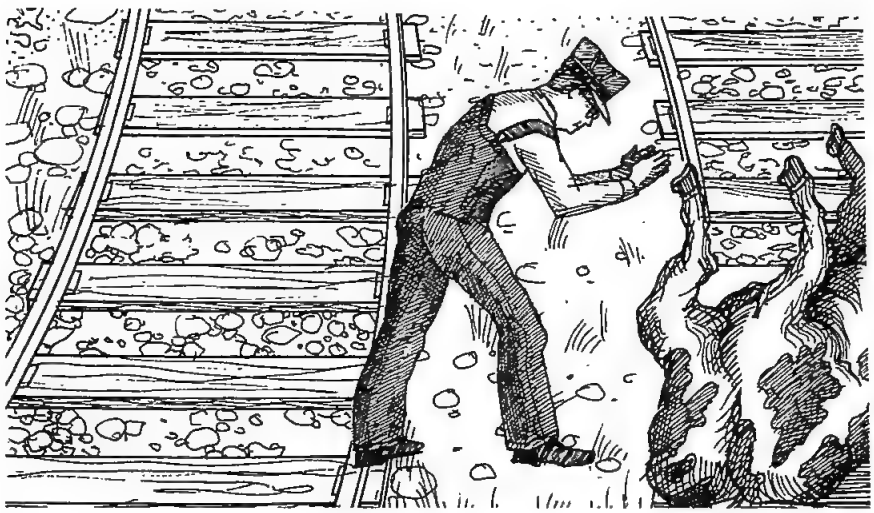
As we neared Clifford, three miles east, I put some air under the train (applied the air brakes) to bring her down to a speed which would allow me to spot the lead engine as the Engineer had suggested, and stopped about one and a half car lengths short of the poor, unfortunate, still warm, downfallen critter.

My Engineer prepared to leave the engine and, apparently thinking the three of us on the head end could move the boveene off the track structure to allow our train to pass, he said, "Come on 'Tommy Overspeed', lets get that thing out of our way," suggesting I help. I replied in no uncertain terms, "No thank you! I am an N&W Fireman, not a slaughter house employee.". I was not the least bit interested in seeing a mess of blood and guts up close, but I will admit I could see no such untidiness from the engineer's seat.

At this time, the head brakeman entered the lead unit cab to ask why we had stopped. The Engineer gave him a quick rundown and then requested his assistance. Just as forcefully as I had, the brakeman declined the invitation, citing some now long-forgotten reasoning. However, he did suggest the head shack (conductor) and flagmaster (flagman) walk over from the caboose and assist if it meant that much to the Engineer.

Even without our help, our Engineer was going to give it a try anyway and cautiously approached the animal. I could see was a bovine type, but at this point I knew not for sure if it was a boy or girl model.

As our guy walked slowly to the victim, and my being the ornery, agitating, mischievous person that I am, just as he grabbed one of the hind legs of the creature preparing to give it a healthy tug, I blew the Nathan five-chime air horns in a series of short, loud staccato blasts and turned the bell on. (Many times when approaching livestock and especially deer on the right of way during the daylight hours, they will ignore air horns but the bell will catch their attention. After dark, if the headlight is switched off and on a few times, they react to the bright light.)



And as fate would have it, the stunned creature, perhaps aroused by the loud horn blasts, the clanging of the bell and the touch of a human hand on one of her rear legs, jumped up, looked the Engineer squarely in the eyes and, with drool falling from the corners of it's mouth — the critter, not the Engineer — snorted loudly, turned and bounded over the westbound track and stormed up the small hill towards the pasture from whence she came, none the worse for her involvement with the lead engine of the westbound coal train. By the way, when the victim stood up, it was quite evident it was a "she" version.

The hogger just stood there with a dazed, bewildered look on his face trying to figure out what had just taken place. He then glanced up the engine and saw yours truly and the head man standing on the front platform laughing and razzing him. Needless to say, he was highly upset with us, me especially. Naturally when he got back into the locomotive cab, he said a few choice words of admonishment to me for sounding the loud Nathans. If I recall correctly, it was something to do with my ancestry.

As for the "keen boveene", we never saw her again and hopefully, she lived a full, milk-producing life. However, without a doubt her next milking produced some "curdled" results.

EAST END
B&O's "Neck of the Bottle"
by Jeffrey R. Hollis & Charles S. Roberts
Harpers Ferry to Cumberland 1842-1992. Hard, 224 pgs, 355 illus. (45 color), 8½ × 11", $50.00, 4.00 dcvy, 2.50 MD Tax. BARNARD, ROBERTS & CO., P.O. Box 7344, Balto. MD 21227. (410) 247-2242. VISA/MC. Also at serious dealers.

Hot off the Press!
Railroad Locks and Keys, Volume 1-
The Adams and Westlake Company
by Richard C. Barrett and Joseph Gross
- includes photos of around 2600 switch, coach, caboose & special purpose keys, catalog cuts of A&W locks, Sales records, etc.
$44.95 plus $3.00 S&H. NY residents include applicable sales tax. Railroad Research Publications, 3400 Ridge Road West, Ste. 5-266, Rochester, New York 14626-3495. Send large SASE for catalog.

The New York Central System Historical Society
presents
STEAM LOCOMOTIVES of the NEW YORK CENTRAL
Wm. D. Edson & H. L. Vail, Jr.
310 pages hardcover
Price $50 + $4.00 S&H + $2.88 Ohio Tax
NYCSHS Books
Post Office Box 671
Mentor, OH 44061-0671

***NEW FROM* TRACKSIDE VIDEO**
The BLUE RIDGE SCENIC
Ride into history as we take a rare mileage trip over the rails of the Blue Ridge Scenic Railway along the former L&N Hook & Eye Line. Ride a GP-20 through Murphy Jct. or kick back and enjoy the ride as our train meanders along the Toccoa River. Enjoy the breeze from the open air car or climb into the cab of a GP-7 as we travel through the North Georgia Mtns. A must for rare mileage collectors or anyone who plans to visit the Blue Ridge Scenic Railway. 57min.
ONLY $19.95 ppd.
CALL TOLL FREE 1-800-548-8476
Or send check or money order to:
TRACKSIDE VIDEO
P.O. BOX 234
FOREST PARK, GA 30298-0234
VISA • MASTERCARD • DISCOVER
Visit our website www.tracksidevideo.com

Trolley Videos and Books

Action In Traction - Maine 1930s	36 minutes	$24.95
Time of the Trolley - William Middleton Lecture	61 minutes	$19.95
Boston Streetcars in Transition 1962 - 1985		
	Part One 56 minutes	$19.95
	Part Two 51 minutes	$19.95
	Both Parts	$36.95
Historic Cars - Seashore Trolley Museum		
	Collection 144 pages	$22.50

Add Shipping & Handling $3.00 for first item, $1.00 for each additional item.
Visa, MasterCard, Discover and American Express accepted.
Full Catalog Available for $1.00.
Seashore Trolley Museum
PO Box A
Kennebunkport, ME 04046-1690
Telephone: (207) 967-2712
http://www.gwi.net/trolley

CHICAGO GREAT WESTERN

Iowa In The Merger Decade

This book by Phillip R. Hastings captures the last decade of this fascinating, independent Iowa operation before the CNW. Here are superb train shots: F-units in their glory, NW2s, Geeps, Alco-units, Baldwin DS44-10s, the Oelwein Shops, and snow plows keeping the tracks clear. Historical highlights put the CGW in its proper perspective. 80pp,

(C00039).....$12.95+S&H

TO ORDER CALL TOLL FREE
1-800-474-6995
HAVE CREDIT CARD READY!

VISA/MC/AMEX/OPTIMA accepted. Or please send check or money order. P&H US $2. per book. Outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax Canadians add 7% G.S.T.

Carstens
PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

IT'S TRAIN TIME on the Pine Creek Railroad in Wall Township near New Jersey's coast. In a scene reminiscent of the 1940s, this little Baldwin 2-6-2 No.26 is slowing for a station stop in response to the red lantern. The operator is handing an order to engineer Glen Warner, and he'll hand another to conductor Bill Megill.

The Pine Creek Railroad is one of the East's least known museums, yet it hauls more than 40,000 annual visitors. Just off Garden State Parkway exit 98 near Asbury Park, the Pine Creek Railroad is located within Allaire State Park, a restored early 1800s iron-producing village.

The Pine Creek was formed in the

SWITCH LIST

CLASSIFIED ADVERTISING: 64 cents per word, minimum order $7.68. Count all initials, abbreviations (COD, SASE, PO, 8mm, 5 x 7, it's, etc.), numbers and address components as one word. Fourth consecutive insertion of same ad free upon request. Classified ads are payable in advance, and payment must accompany ad copy. Ads will be placed in category deemed most appropriate; requested categories will be considered. Ads using a PO Box number must supply a street address for our records. Classified ads are noncommissionable. CLOSING DATE: 10th of month three months preceding date of issue, i.e. Feb. 10 for May issue. Send all classified ads to: RAILFAN & RAILROAD, CLASSIFIED AD DEPT., PO Box 700, Newton, NJ 07860-0700. Ads sent to other departments may be delayed or lost. All ads are subject to the approval of the publisher. Ads are set in standard 6 point type with first word capitalized. Large type bold face classified ads are available at $1.52 per word, minimum $18.24.

ANNOUNCEMENTS

JACKSONVILLE, FLORIDA, February 13, 1999, Southeastern Railroadiana Collectors Twentieth Annual Railroadiana and Model Train Show. Over 325 tables. Jacksonville's Prime Osborn Convention Center, 1000 Water Street. 9:00 A.M. to 4:00 P.M. Admission $4.00. Tables $35.00. Information LSASE to: Martin, 4183 Paran Pines, Atlanta, GA 30327. 399

BOOKS & PUBLICATIONS

NEW RELEASE! Altamont Press has released Mountain Plains Region Timetable 3 covering Nebraska, Wyoming and Montana. Features maps of Marias Pass, Sherman Hill and Power River basin with updated rosters and symbol charts. Just $16.50! Other current editions: California $17.50, Northwest (OR/WA/ID/AK) $17.75, Rocky Mountain (CO/UT/NV) $16.75, Southwest (AZ/NM) $14.75. Altamont Press, PO Box 754-R, Modesto, CA 95353-0754. MC/Visa. Web Page: http://altamontpress.com 199

STORY OF THE STEWARTSTOWN RAILROAD, History of Pennsylvania line since 1885. 75 pages, many photos. Now $15.00 ppd. Baltimore NRHS, Box 100, Timonium, MD 21094-0100. 299

J.E. HENRY'S LOGGING RAILROADS - History of New Hampshire lumber baron's White Mountains logging trains, $27.95 postpaid. Bondcliff Books, PO Box 385, Littleton, NH 03561. 199

FOR SALE

THE MILWAUKEE ELECTRIC LINES, TMER&T, Speedrail, M&ST streetcar and interurban negatives, photos, time tables, tickets, transfers, passes and miscellaneous. List 55 cent stamps. Meyer, 1005 Labaree St., Watertown, WI 53098-3036. 199

RAILROAD CALENDARS

LACKAWANNA & WYOMING Valley Railway Historical Society 1999 Railway Calendar. Color cover, four color photos, and 9 black & white photos of rail, transit, and traction in Northeastern Pennsylvania. 11X17, $7.50 ppd., via first class mail. ($5.20 + $2.02 postage and handling + $.28 tax.) Calendar, Dept. RR, PO Box 3452, Scranton, PA 18505-0452. 299

1999 NEW ENGLAND Railroading Calendar features 12 (8x10) full color prints @ $8.00 postage paid, or frameable calendar pictures (our choice) 12/$2.50. Domestic orders only. Mystic Valley Railway Society, PO Box 365486, Hyde Park, MA 02136-0486. Allow 2-4 weeks delivery. 299

RAILROADS OF MONTANA, full-color 18 month 11"x17" calendar. $6.75 post-paid. DW Jones Photography, PO Box 57, Plentywood, MT 59254. 399

WESTERN PACIFIC 1999 CALENDAR. 12 color photos, 11x17, $9.95 postpaid, CA residents add 75 cents tax. Visa or MC ok. Published by Feather River Rail Society, PO Box 608, Portola, CA 96122. e-mail: 76043.741@compuserve.com. 199

1999 EL PASO STREETCAR CALENDAR - 14 B&W photos early tracion. Benefits streetcar restoration efforts. $7.00 postpaid from Streetcar Calendar, Box 3011, El Paso, TX 79923-3011. 199

RAILROADIANA

DINING CAR CHINA, glasses, silver, cloth, annuals, books, magazines, menus, passes, playing cards. Tickets, timetables, rules, certificates, guides, etc. 55 cents in stamps on #10. SASE brings big list! James McClellan, 1752 S. Wichita, Wichita, KS 67213-5196. 799

MAGAZINES! 80 titles. Books, timetables, other paper. 55 cents SASE to: Stephans, PO Box 1062, Talbott, TN 37833. 423-828-3441. RRhistory@aol.com 299

WANTED: Original first generation diesel negatives, slides; steam negatives most roads, especially NYCS, PRR and N&W regular service. 20 plus page Railroadiana list: tie-jewelry, cassette/lp recordings steam (few diesels); authentic repro set 18 brochures, framable $32.50 postpaid. $7.50 list (refundable). A. Sherry, PO Box 1051, Riverdale, NY 10471. 199

RAILROAD PHOTOS & SLIDES

25,000 DIFFERENT train depots for sale. Send $1.00 for list of your state. Roberta Niesz, 1715 B. Ave. N.E., Cedar Rapids, IA 52402. 4TF

QUALITY DUPLICATE COLOR SLIDES: Twenty slides per set, $12.00. Sets include Amtrak Heritage, ATSF, BN, CRIP, DRGW, Frisco, Katy, KCS, Mopac, SP and UP. List and sample $1.00. Trackside Slides, Dept. RF, 245 Robin, Bartlesville, OK 74006-2120. 499

NEW web site! Classic steam train photos. Visit Jay Williams' Big FourGraphics***WEB SITEhttp://www.al.com/oldtrainphotos e-mail: bigfour@indy.net 199

early 1950s by Jay Wolfson who later helped create the Vermont Railway. It moved to Allaire State Park in 1963 and laid a 3263-foot loop of three-foot gauge track and built a shop complex. Its volunteer base has grown to more than 400 members, many of whom are working railroaders. The collection includes Baldwin 2-6-2 No.26 from the Surrey, Sussex & Southampton near Norfolk, Virginia., and Ely Thomas 2-truck Shay No.6, both of which operate most often. The 1887 Stephensen-built 4-4-0T *Lady Edith* from Ireland also operates occasionally. In all there are six steam locomotives and five operating diesels, plus 15 non-operating diesel or gasoline locomotives, the oldest dating to 1917.

The Pine Creek has earned a niche for its collection of industrial railroad history. Rolling stock includes a CNR coach from Newfoundland and a Jersey Central plywood-sided caboose that was built from an 1874-vintage boxcar. All equipment wears an authentic livery.

The Pine Creek operates steam on weekends May through September, and December. This September 19, 1998, scene occurred on one of two times per year the Museum runs at night, completely equipped with kerosene lanterns, markers and switch lamps — *MIKE DEL VECCHIO.*

SUBSCRIBE TODAY! and enjoy!

Join the railfans who subscribe and enjoy every issue of RAILFAN & RAILROAD. We look at the rail hobby the same way you do and have the finest authors in the field to share their individual perspectives on the railroading of today, yesterday and tomorrow - all from the varied viewpoints of involved hobbyists. Subscribing saves you money and guarantees you won't miss a single issue. Join us.

"YOU CAN CHARGE YOUR SUBSCRIPTION ON A CREDIT CARD!"

CALL TOLL FREE: 1-800-474-6995
OR FAX US AT: 1-973-383-4064

RAILFAN & RAILROAD
Subscription Dept. 1429,
P.O. Box 700,
Newton, N.J. 07860-0700

TO SUBSCRIBE, Mail this form with the following information:
❑ New Subscription
❑ Renew Subscription

U.S.A. Subscription Rates:
❑ 1 Year $27.95 ❑ 2 Years $49.95
❑ 3 Years $69.95
CANADA: ❑ 1 Year $35.95
❑ 2 Years $69.95 ❑ 3 Years $93.95
FOREIGN: ❑ 1 Year $37.95
❑ 2 Years $69.95 ❑ 3 Years $99.95
(includes NJ sales tax & Canadian G.S.T.)

Name _____
Street _____
City, State, Zip _____
Ex. Date ___/___
Payment by: ❑ Check ❑ Money Order
❑ AmEx ❑ Optima ❑ MasterCard ❑ VISA
Card Number _____
Signature _____

DUPLICATE COLOR SLIDES late 1960's until today. Many E's, F's and other older EMD locomotives. Alco's GE U-boats, electrics, switchers. Some FM's MLW's and Baldwins. Newer locomotives too. Class 1 roads, regionals shortlines, Amtrak and commuter railroads. Roster photos and action scenes across U.S. and Canada. Detailed catalog, three samples, $3.00. East West Rail Scenes, PO Box 418, Torrance, CA 90508. 399

RAILROAD SOUNDS

QUALITY STEAM and diesel sounds, audio cassettes and CD's. Send LSASE for current list to: L&H Railsonics, Box 2435, Cupertino, CA 95015-2435. 499

RAILROAD TOURS

MEXICO'S COPPER CANYON spectacular rail fan trips. S & S Tours/800-499-5685; ss@ss-tours.com http://www.ss-tours.com 1299

RAILROAD VIDEOS

TWO ENJOYABLE HOURS ~ ONE UNFORGETTABLE VIDEO! *614 1997 TRIPS*: Erie mainline, Croxton...Port Jervis. *MIXED CONSIST*: Milwaukee Road #261, Poconos; Steamtown doubleheaders; Lehigh Valley, Reading, Erie, Metro-North, NYSW, NJT, *E&F*, units; *CRBallast Express*; CR-OCS; Strates Shows carnival TOFC train; freights worth watching; N&W 475; Amtrak. Digitally mastered two hours VHS, only $16.14, priority. MenkelSounds, Box 195S, Rutherford, NJ 07070-1951. 399

WORLD'S GREATEST TRAIN RIDE VIDEOS -Visit the *World's Greatest Railroads*. One hour, professionally shot and edited. Titles: Switzerland, England, Canada, Trans-Siberia, India, Scotland/Wales, Arabia, America's Historic Railroads-Cumbres/Roaring Camp. Regular $19.95 now only $9.95. Buy 3 get 1 free. Mastercard/Visa 1-800-772-4532. e-mail railpass@aol.com Railfan Specialties, PO Box 10245, Dept. RR, Wilmington, NC 28404. S&H $5.00, first tape $1.00 each additional. NC residence add 6% tax. Dealer inquiries welcome. 499

FREE LIST of over 70 2-hour videos, $15.00 each. 3/$40.00. Keith Lehman & Associates, 1033 East Greenville Pike, Winchester, IN 47394-9405. 499

AL-CO video rental. The best in railroad video rental. Write today for free details. 3050 Edgewood Street, Portage, IN 46368. 399

NEW: CLIMB INTO ENGINEER'S SEAT for real live run over Marias Pass. Amtrak's 346 & 406. Stops at Glacier Park, Essex MT. Actual run with all engine and radio sounds. Dispatcher to trains, helpers, train crew to engineer, hot box detectors. 2 hours, specify summer or winter trip, $29.95 ppd. Wreck: Northern Pacific North Coast Limited #26 on Evaro Hill June 10 1062. Freight train wrecks, Rivulet, Frenchtown, MT. 250 ton brown hoist picking up cars, 28 min $19.95 ppd. Engineer David Sickles, 562 5th Ave., So., Shelby, MT 59474-2326. 799

NYO&W SCRANTON DIVISION video tour Cadosia, NY to Scranton, PA. 55 miles of mountain grades. Includes Capouse Branch. Many stations remain 40 years after O&W ran final train. 118 minutes, VHS, $32.00 postpaid. NJ add $1.74 tax. Lakeside, PO Box 707, Browns Mills, NJ 08015-0707 or www.computer-strategies.com/rrvideo. 499

WANTED

WANTED: Railroading books and magazines, timetables. 16mm to 8mm movies. Steam, diesel, traction, subway B&W, color photos. Buy, sell, trade. US and foreign. Philip Larson, 2830 Wenonah, Berwyn, IL 60402. 199

SLIM GAUGE CARS

Edited by Hal Carstens

Bellevue & Cascade
Boston Revere Beach & Lynn
Cairo & Kanawha
Carson & Colorado
Central Pacific
Cumbres & Toltec
Denver & Intermountain
Durango & Silverton
East Broad Top
Florence & Cripple Creek
Rio Grande Southern
Oregonian
Sandy River
Southern Pacific
Victor Gold Mining Company
White Pass & Yukon

(C00072).....19.95 + S&H

VISA/MC/AMEX/OPTIMA accepted. Or please send check or money order. S&H in US $2. per book. Outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax Canadians add 7% G.S.T.

TO ORDER CALL *CARSTENS* at 1-800-474-6995

CUMBERLAND & PENNSYLVANIA RAILROAD
Western Maryland's Historic Coal Carrier

By Deane Mellander. The Western Maryland acquired the famous old Cumberland & Pennsy, which in turn was absorbed by the Chessie and CSX. This informative book includes rare steam locomotive photos and unusual gas-electrics operating in the Alleghenies. 64pp.

(C00063).....$9.95+S&H

TO ORDER CALL TOLL FREE
1-800-474-6995
HAVE CREDIT CARD READY!

VISA/MC/AMEX/OPTIMA accepted. Or please send check or money order. P&H US $2. per book. Outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax Canadians add 7% G.S.T.

Carstens
PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

Celebrate Our 35th Year
Prize Drawings - Discounts up to 35%
Monthly Specials on Books & Videos
SSAE for Information
BEN ROHRBECK TRACTION PUBLICATIONS
1003 N. Chester Rd., West Chester, PA 19380-6021

10 Author's Copies
ILLUSTRATED TREASURE OF RAIL RAPID TRANSIT SYSTEMS AND CARS OF NORTH AMERICA
Hard Cover, Mint Condition, 200 Pages
Includes Maps & Car Builders Photos
$80 each ppd. insured
JAMES KERR
PO Box 3000, Champlain, NY 12919-3000

The 1998 MOUNTAINEER
is departing Weehawken for points north. Climb aboard and help us preserve the heritage and history of the N.Y.O.&.W Railway.
NOW ARRIVING
1999 COLOR O&W CALENDAR
Tickets for a 1998 membership or sales information can be found at
http://www.nyow.org
or write:
Ontario & Western Railway Historical Society
PO Box 713-V, Middletown, NY 10940

CASS SCENIC RR

By Frederick A. Kramer. High upon Cheat Mountain and back across the crests, a soaring wave of giant spruce once ruled the endless skyline. It was virgin forest, immense and inaccessable. In bringing the trees down from their mountain stand, a logging railroad was needed. And the Cass Scenic Railroad was born. In these pages you will see photos of railroaders and lumbermen at work and classic shots by renowned photographer John Krause. (A00908).....$8.95+P&H

VISA/MC/AMEX/OPTIMA/DISCOVER accepted. Or please send check or money order. P&H US $2. per book. Outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax Canadians add 7% G.S.T.

YOU CAN ORDER BY CALLING TOLL FREE
1-800-474-6995

Carstens PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

TRANSIT CURRENT

Red Line completed

MANY YEARS AGO the Washington Metropolitan Area Transit Authority began construction of the very first segment of its Red Line subway. July 25, 1998, saw completion of the Red Line with the extension to Glenmont and completion of the Glenmont station. The latest extension is 1.8 route miles. The station is projected to attract 7000 passengers on an average weekday, of which 3000 would be new tripmakers.

The Glenmont station is the 76th to open so far in the WMATA system; ground was broken on August 16, 1993, and the $290.9 million project was completed on schedule and with about $40 million savings on the budget. This is no small station. It has a 600-foot-long center platform with a mezzanine above that connects to six busbays, a parking garage and kiss-and-ride spaces. The garage contains 1835 parking spaces. Glenmont also has a maintenance yard with a carwashing facility and storage tracks to hold 132 Metro rail cars.

On the Green Line, a connection will soon be completed between the U-Street/Cardozo and Fort Totten stations, including two new stations. That opening is scheduled for late 1999. The final five-station Green Line extension to the south and east will extend from Anacostia station in Washington to Branch Avenue in Maryland, and is due to be completed in the early part of 2001. Thanks to Carl Edd for the news.

Transit fights pollution

Recently the Bi-State Development Agency in the St. Louis area introduced the Air Quality card as a way of helping to handle the ozone problem. The program enables those who hold an AQ card to ride Bi-State buses and MetroLink light rail lines at no additional cost during red-air days, as forecast by the American Lung Association through local meteorologists.

Automobile emissions are a major contributor to high ozone levels, and when high ozone levels are predicted in the St. Louis area, primarily between mid-May and the beginning of September, using the AQ card is free save for the $1.00 cost of issuance. The program is funded by the Federal Transit Administration and is carried out with the cooperation of the Bi-State Agency, the American Lung Association, RideFinders, St. Louis Regional Clean Air Partnership, KMOV television and regional transportation management organizations and associations. Thanks to the Bi-State Development Agency. For more information contact Linda Hancock, Director of Communications, 314/982-1440.

Pittsburgh construction contract

The Port Authority Transit in Pittsburgh is about to begin a four-year-long project to rebuild the Overbrook light rapid transit line. This 12-mile reconstruction will include the Overbrook, Library, and Drake lines, as well as some system improvements on existing trackage. Port Authority Transit signed a $3.9 million contract with Daniel, Mann, Johnson & Mendenhall, and Gannett Fleming to conduct the construction management and engineering support services for what is dubbed the Stage 2 Light Rail Transit System Reconstruction Project. Some of the early tasks will be upgrading of the Operations Control Center, reconstruction of the South Busway and completion of the Overbrook line, as well as necessary demolition to ready the lines to be rebuilt for new construction. Thanks to Carl Edd for the news.

New York JFK complaints

The Committee for Better Transit disputes the proposed access plan for JFK airport. Dr. Stephen Dobrow, the committee's president, contends that all work on the Port Authority of New York & New Jersey's planned automated shuttle to JFK should be suspended because, as Dobrow believes, the line will be operated with cars similar to those used in Vancouver and Kuala Lumpur. These use linear induction motors rather than the normal traction motors employed in rapid transit. Mr. Dobrow says that the system should be compatible with existing New York City rail lines. What the CBT would like to see is a reactivation of the Rockaway Beach line on the Long Island Rail Road to be improved and extended into the Kennedy airport. Many thanks to George Haikalis for the information.

Flashes

The Philadelphia Trolley Coalition (616 Carpenter Street, Philadelphia, PA 19147, 215/755-7717) is petitioning the city of Philadelphia Capital Budget Hearing for the investment of funds to improve the CHESTNUT STREET TRANSIT MALL; the aim is to add streetcar service and amenities for pedestrians and cyclists. This petition is in opposition to a recent proposal to reopen Chestnut Street to automobile traffic. The coalition is proposing a downtown trolley loop connecting the Chestnut Street shopping district, the Philadelphia Convention Center, Penn Center offices, Independence National Park, Chinatown, Penn's Landing and 30th Street Station.

Benjamin E. Heath informs me there is now serious talk concerning a high-speed rail line between Atlanta and CHATTANOOGA. Chattanooga's Lovell Field airport is underutilized and a link could take pressure off Atlanta's super-busy Hartsfield Airport.

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

in Washington

TRI-RAIL, the commuter line between West Palm Beach and Miami, is once again offering its Tri-Rail Guided Tours. The tours run on Fridays from the end of October through the middle of April to Bayside Marketplace. Thanks to Mitchell Green for the information.

Thanks to Charles Bogart, I know that the **TRIANGLE TRANSIT AUTHORITY** is proposing a regional rail line in North Carolina between Raleigh, Cary, Durham, and Chapel Hill. Initial proposals are that the line would be operated by vehicles similar to the diesel-powered Flexliner.

The proposed 62-mile **SCHUYLKILL VALLEY METRO** project in suburban Philadelphia would include 62 stations, including Conshohocken, King of Prussia, Phoenixville and Pottstown. The $725 million light rail project has the backing of U.S. Senator Arlen Specter. Thanks to William Kerrigan for the news.

According to Henry Goode, the compromise between Amtrak and the U.S. Postal Service in New York has worked out. Amtrak will move into the the main Post Office immediately west of **PENN STATION**, providing more room for Long Island Rail Road and NJ Transit commuter trains. It is expected that commuter service in the station will increase.

A new Rail Operations Control Center is to be constructed by **NEW JERSEY TRANSIT** at the agency's Meadows Maintenance Complex. The two-story, 40,000-square-foot, $8 million control center will house an updated and improved supervisory control data acquisition system and new train management and control equipment. Power and train dispatching will be located in the same facility, which will improve control of operations. Space currently used at Hoboken Terminal will be rehabilitated as part of the historic restoration of the station.

Henry Korman sent information that **PORTLAND TRI-MET** is training its train operators for special emergency procedures to be used in the Sylvan Hills tunnel that takes the Metropolitan Area Express light rail line from downtown Portland into Washington County on the west. An accident or derailment in the tunnel would create a difficult situation and employees must be prepared to meet all emergencies.

The 90th anniversary of the **EAST TROY RAILROAD** was the occasion of a rededication ceremony and dinner train in May. The proceeds from the affair benefited the East Troy museum's Save the Trolleys campaign.

Mitchell Green writes that the **GREENWAY PROJECT** is dead for most of the Florida Keys. The Greenway was to follow Flagler's overseas railroad route from Miami to Key West along the old right-of-way. The Greenway was proposed as a series of bicycle and walking paths, trams, trains, and trolleys.

Maybe a little late news, but 1997 marked the centennial of the formation of **NEW YORK CITY** as we know it today. In 1897 the counties of Manhattan, the Bronx, Queens, Brooklyn (Kings) and Richmond (Staten Island) were merged into one city of five boroughs. Rapid transit pulled this gigantic city together. That New York is seen as one city today is in large part due to its extensive rapid transit system.

Joel Salomon

THE ROCKHILL TROLLEY MUSEUM, located adjacent to the East Broad Top Railroad in Rockhill, Pennsylvania, has fabricated and placed into operation a custom-built aireal bucket car using an old railroad flatcar. This unique piece of equipment will make overhead maintenance and erection of new overhead much easier and safer than using ladders. The flatcar started life as a product from the Pressed Steel Car Company in 1913. It was acquired by RTM from the Everett Railroad in 1994 along with a model 30 Burro crane. The bucket unit was purchased from an equipment dealer near Altoona.

TRANSIT GLORIA MUNDI

Captures the Spirit of the Trolley

Holiday Specials!

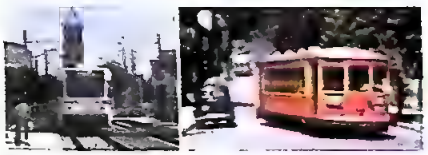
Celebrate the holidays with our multi-tape discount: order more that one tape and take $5 off the price of every tape after the first one, and get free shipping off the entire order as well! That's $8 off for a 2-tape order, $13 off for 3, and so on. OR order one tape at the regular price before 31 December 1998 and receive a certificate good for an $8 discount on our upcoming **Steel City Traction**, Part 2, available early in 1999.

Steel City Traction: The South Side Lines $39.95

Atlantic City Trolley Days $29.95

One Man's Trolleys (George Krambles) $29.95

Carvey Davis's Baltimore Streetcar Films $34.95



Baltimore Light Rail $29.95

Ed Miller's Anthracite Traction $29.95

Other titles not shown:

TROLLEY: The Cars That Built Our Cities..... **$19.95**
SUBWAY: Empire Beneath the Streets..... **$19.95**
Transit Gloria Music (sampler)..... **$14.95**
The Transit Archives Series
Vol. I (NY, Pitts, Detroit, Key System)..... **$19.95**
Vol. 2 (NY el, Kansas City, LA)..... **$19.95**
Vol. 3 (North Shore, Chicago trolleys)..... **$19.95**
Light Rail Transit: A Proven Alternative..... **$19.95**
Light Rail Panorama (Calg, Portlnd, Sacto).. **$29.95**
City Transport: The Way Forward..... **$39.95**
First Link Metrolink (St. Louis)..... **$29.95**
Mines, Mills, and Metro (Belgian Vicinal)... **$49.95**
Advance by Kawasaki (Japan, Phila)..... **$29.95**
Ropes and Rails (SF cable cars)..... **$39.95**
Bullet (Philadelphia & Western)..... **$24.95**

Please include $3 for book rate shipping and handling for single-tape orders. Add $2 per tape for Priority Mail, any size order. UPS add $5 per order. Canadian orders add $5 per order. Call or write for free catalog.

Let Transit Gloria Mundi take you back!

TRANSIT GLORIA MUNDI
36 E. 27th St., Dept.B-63
Baltimore, MD 21218
(800) 428-7003

NEW YORK CENTRAL 1999 CALENDAR

Color cover. Thirteen photos inside.
Historical information. $7.95 each.
Ohio residents include .46 sales tax.
New York Central System Historical Society, Inc., Dept. C. 12152 Ann Street
Blue Island, IL 60406-1040

1999 KATY RAILROAD HISTORICAL SOCIETY CALENDARS

Full color front and back cover - twelve photos inside
$7.00 each postpaid.

RACING FOR THE MAIL
The story of the origin of train No. 7 and how the M-K-T won a mail contract between St. Louis and Texas. 48 pages, photos & text, 8-1/2" x 11", $10.00 each postpaid.

1946 "CAR WINDOW VIEW" of the M-K-T
Reprint of the original 69 page booklet showing the complete M-K-T physical plant in words, drawings, graphs, charts, maps and photos. Saddle stitched, 8 1/2" x 11", $10.00 each postpaid.

1880 M.K.T. RAILROAD TIMETABLE (Reprint)
Beautifully reproduced maps, illustrations and time cards, printed two colors, 16" x 29", folded to 3-3/4" x 8",$5.00 postpaid.

KRHS, Dept R, P.O. Box 1784, Sedalia, MO 65302
Checks or money orders accepted.

THE DEPOT ATTIC

377 ASHFORD AVENUE.
DOBBS FERRY, NY 10522
"America's Foremost Dealers In Railroad Memorabilia"

BUYING COLLECTIONS, SINGLE ITEMS & ESTATES
LANTERNS, TIMETABLES, KEYS, LOCKS, CHINA, SILVER, BADGES, PASSES, BOOKS, POSTERS, OLD CALENDARS, SIGNS, BROCHURES, HARDWARE, & MUCH MISCELLANEOUS
Offering Authentic Hardware, China & Paper
Stores, Mail Order, Shows & Auctions
STORE HOURS: Open Most Weekends 12 Noon to 5
Phone Before Coming (914) 693-5858

PHONE (914) 693-5858

R&R BINDERS

Make your *RF* collection easy to find, organized, and safe; ready for instant use. Handsome official deep red binders are stamped in gold and hold 12 issues. N.J. residents add sales tax, Canadians add 7% G.S.T.
$9.95 + $1. postage ea. ($3. outside U.S.)
TO ORDER CALL: 1-800-474-6995

TWO NEW MOVIES are being filmed on BC Rail in British Columbia. One is the movie version of that most famous of the Canadian Mounties, *Dudley Doright*. BCR's former Canadian Pacific 2-8-0 3716 was dressed up as the *Really Big Train* for the movie that will spotlight characters such as Dudley, Nel, Horse, Snidley Whiplash and Chief Inspector Fenwick. The *Really Big Train* was running along Porteau Cove. on September 24, 1998.

The second movie is an action picture (not that *Dudley Doright* won't be an action picture) called *Atomic Train*. For this one, BCR M420s 642 and 644 have been painted into a grey variation of BCR's classic two-tone green lightning stripe scheme. Now working for "WestRail," BCR 644 was at Squamish (left) — TOM SAVIO.

Available Soon!

L&N

Louisville & Nashville Cumberland Valley Division $30.00

The L&N's coal-rich Cumberland Valley Division from the 1950s until the late 1970s in an album of around 200 B&W photos with maps, timetable excerpts, and other information. Noted author and photographer Ron Flanary takes us back for a look at Appalachian railroading at its best.

***NEW!* East Broad Top Slim Gauge Survivor $48.00**
Call or Write for Other Titles

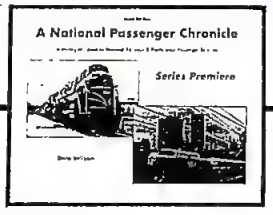
Postage Paid in the United States.
Outside the U.S. Add $3.00 Per Book for Shipping.
In Maryland Add 5% Sales Tax. Dealer Inquires Welcome.

OLD LINE GRAPHICS
1604 WOODWELL ROAD,
SILVER SPRING, MD 20906
301-460-9193
(Monday - Friday, Noon to 7PM EST)

Series Premiere

New

A National Passenger Chronicle



- 64 pages + soft covers;
- 11" x 8½" landscape format;
- 101 b. & w. photographs.

The first of an exciting series about Canadian National Railways passenger service! Our premiere presents a concise history from the predecessor roads right up to VIA. And stunning variety. There are steam, diesel, gas-electric, RDC and Turbo trains, rolling stock inside and outside, station shots and action shots, limiteds and mixed trains. Future volumes examine every aspect of CN passenger service in detail. Climb aboard! Join our trans-century transcontinental trip.

$ 21.95

Send your cheque or money order today! Please add $ 3.00 postage to your total. U.S. funds for orders outside Canada. Sorry, no credit cards. Canadians — no tax!

NICKEL BELT RAILS

P.O. Box 483, Station "B"
Sudbury, Ontario P3E 4P6
Canada

24-Hours Fax (705) 674-4049.

ALSO AVAILABLE: ■ FROM ABBEY TO ZORRA VIA BAGDAD *Photocopy Edition* of the landmark CPR passenger book. 144 pp. 8½" x 11" soft cover, 128 b. & w. pictures. $ 21.95. ■ THE SUDBURY STREETCARS See where these U.S. cars went. A delightful book. 32 pp. 8½" x 11" soft cover, text, tickets, map, roster, 65 b. & w. pictures. $ 7.95. ■ TRACKS OF THE BLACK BEAR The classic Algoma Central Railway in 64 color pictures, more in b. & w. 64 pp. 8½" x 11" soft cover, text, maps, timetables. $ 12.95. ■ PRAIRIE CINDERS Photographer-engineman Lawrence A. Stuckey recalls C.P.R. steam, some C.N.R. and G.N. too, in 64 pp. 8½" x 11" soft cover, text, map, rosters, timetables, 58 super-fine b. & w. pictures. $ 24.95. ■ CANADIAN RAILWAY ATLAS The latest edition. Color maps. 72 pp. 8½" x 11" soft cover. $ 24.95. ■ CANADIAN RAIL OPERATING RULES The latest prototype rule book. 210 pp. 8½" x 11". $ 24.95.

1999 REVELATION CATALOG

All titles are now $24 Postpaid; or any three for $59 with exceptions as noted. We have included postal charges in the price, so the price you see is your total price. Ohio residents please add sales tax.

••••• FALLEN FLAGS •••••

BEFORE THE HYPHEN - 90 Min. 1950s ERIE; DL&W to 1964 E-L.

FRIENDLY SERVICE ROUTE - 107 Min. E-L story continued, 1964-1976. Includes final "Phoebe Snow", commuters, Marion, MofW gandy dancers.

COME TO THE FAIR - 70 Min. New York World's Fair (1939) ERIE promo film, short piece on war transportation (b&w), plus 40 min. of color E-L goodies in the east.

WEST END - 70 Min. Survey of now abandoned Erie main from Ohio to Chicago, with E-8s on freight, semaphores, towers & stations.

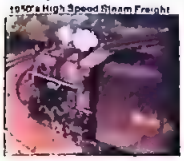
CHATHAM CHOO CHOO - 54 Min. 160 years of rail history in this suburban NJ town tracing the early Morris & Essex to NJ Transit's MidTown Direct service.

E-L ENCORE - 77 Min. Cleveland Ore Dock, Bloomsburg Branch, Southern Tier and system wide, 1960s - 70s.

E- L LEGACY **NOTE! This is a two-tape set, and sells for $39. Total time: 3-1/2 hours. Travel the entire length of the ex-ERIE and DL&W, visiting current (1996) operators. Ride M&E and NY&LE Alcos, and survey the myriad of other operators in E-L's old domain. Fascinating "Before and After" segments show ERIE Berkshires near Jamestown, X2000 on the Southern Tier, the Centennial Train in 1951, and PAs in Indiana, to name a few. Valuable reference guide for anyone interested in the E-L and its afterlife. Look for an UPDATE VIDEO in Spring, 1999.

REVELATION Audio-Visuals

LATE GREAT NICKEL PLATE - 50 Min. Fast Berkshires, cold air and swirling snow! The 1950s journey begins in Buffalo and progresses west toward Chicago. Baseball special rates a Hudson, PAs pull passenger, piggybacks roll behind steam!



FROM A TO SHAY - 50 Min. Half N&W steam, Half BC&G and various WV shay-operated lines. Blue Ridge coal drags, the Norton local, an NRHS tripleheader, More.

BALTIMORE & OHIO IN TRANSITION - 65 Min. EM-1s, Mikes and Mountains work alongside, and with early diesel models. Ohio action in the 1950s.

JUST AS WIDE - 65 Min. Celebrate the Short Line! All steam, from a 2-6-0 on East Jordan & Southern, to shays on lumber roads. Eight lines covered across the U.S.

DOMINION STEAM - 1 Hour. CP doubleheaders on Guelph Hill, CN's Fort Erie Mixed and mainline action. Best of southern Ontario in the late '50s.

DOMINION STEAM EAST - 57 Min. 1953 scenes of now-vanished Nova Scotia railroading. Plus the Repton on Cape Breton, and Ontario action with #6218 on a -10 degree day!

MID-AMERICA AT MID-CENTURY - 90 Min. Illinois in 1950 was truly a treasure chest for the railfan! Follow the cycle of coal transportation on C&IM (2-10-0s), stand above the approach at St Louis Union, and see Chiefs, Zephyrs, Hiawathas and Electrotliners. At 70 per, a NYC steam freight pulls ahead of a photographer's auto when his wife refuses to go any faster!

WALLIN'S WONDERS - 50 Min. Richard Wallin's films of GM&O and Rock Island in the early 60s, mostly in Illinois.

CENTURY AND A HALF AT HORSESHOE CURVE - 80 Min. Decade-by-decade chronicle of change at America's premier train watching landmark. Our best seller in 1998!

LINCOLNLAND RAILS - 80 Min. Spans 1950s to 1991, with action on all 6 roads entering Springfield, IL. Visit now-closed towers.

NORTH AMERICAN TROLLEY TREASURES 77 Min. Traction festival stops at over two dozen locations from 1940s and 1950s mostly. Altoona, Ottawa, Pacific Electric, Iowa...

PENN CENTRAL - 76 Min. Big, Black, Bankrupt! Surprising variety systemwide, 1968 to 1976.

FROM THE ASHES - 60 Min. -One Hour. Brief examination of roads which went to form Conrail, followed by the first months. Alcos of E'Port, Fs in Columbus, E-L E8s on the Pennsy! And see coal on the ex-DL&W as the U25B blows a turbocharger, big time!!

RHAPSODY IN BLACK AND BLUE - 70 Min. Sound films of the early Conrail era, mostly along the ex-ERIE, West Shore, Corridor, and Reading.

JERSEY!! - 65 Min. GG-1 lovers, this one's for you. PRR and CNJ and the focus, during the era of change from 1967 to 1982. Princeton Jct raceway, Elizabeth S-curve, Newark, NY&LB.

RAIL TREK - 3 tape series, all rail variety from the 1960s and 70s. May be ordered individually, or as a set for $59.

Vol 1 - The EAST- 105 Min. D&H PAs on "Laurentian", NYC's "New England States"; special Pittsburgh segment, manual swing gate in Birmingham, Kenova... Time-lapse rush hour outside GCT!!

Vol. 2 - The MIDWEST - 90 Min. About 40 railroads! Ride KCS "Southern Belle", CB&Q "American Royal Zephyr", visit a multitude of train watching spots.

Vol. 3 - The WEST - Transcontinentals, Sherman, Front Range, Milwaukee Electrics.

RUBBER CITY RAILS - 3 tape series. Available individually or as a set for $59. Akron, Ohio is our focus, with much from surrounding cities.

Vol 1 - 68 Min. Historic B&O ERIE, PRR, NYC' NKP and AC&Y action, mostly 1950s. *** Watch a Nash tangle with a B&O E-6!

Vol 2 - 104 Min. The late 80s to 1990 witnessed a parade of color on new CSX! Akron & Barberton Belt cab ride over now gone tracks, Amtrak in Canton, steam in the Cuyahoga Valley, and more of "what used to be" a decade ago.

Vol 3 - 112 Minutes. Half hour of additional old time films, then the best of 1990 to 1993.

•••TRAVEL AND PASSENGER TRAINS•••
Section 1 - SEE THE U.S.A!

THROUGH THE GUIDE - 115 Min. Before Amtrak, a wide variety of color schemes and individuality of style were the order of the day. Following the order of the "GUIDE", we sample about 40 railroads. Complete consists of blue ribbon and secondary runs of 40 roads are presented in this compendium of the American passenger train.

AMTRAK 20 - 95 min. Day one through 1991, nationwide coverage with focus on the turmoil and color of the early years.

RAILSCAPES - 110- Min. Photographic odyssey across the USA on 12 scenic trains. Excellent guide for armchair travel over 9,000 route miles! Filmed 1991.

BROADWAY LIMITED - Trace her 1902 - 1995 career from the Pride of the Pennsy to an Amtrak also-ran. Good coverage of PRR - PC - Amtrak eras.

GREENBRIER LIMITED - Deluxe rail travel in 1991 aboard the short-lived Chicago - Washington American-European Express.

AUTO TRAIN - 60 Min. One Hour. Private 1970s version, and an Amtrak rode in 1992 (Heritage cars).

SUNSET TRANSCON - 102 Min. "Sunset Limited" history, and aboard the first Coast to Coast run in 1993. Also Mission Tower visit, and ride on Southwest Chief.

BIRTH OF A VIEWLINER - 60 Min. - One Hour. Inside story of Amtrak's newest sleepers, from construction to testing in revenue service.

••••• Section 2 CANADA, THE WIDE DOMINION!!! •••••

VIA EAST / MARITIME MLWs - Two Hours. Aboard "Atlantic" and "Ocean" in 1992 to the Maritimes region. The second half features CN's big six-motor Alcos!

BLACK DIAMOND TO GASPE' - 104 Min. Ride 1916 vintage ex-L.V. office car "Black Diamond" aboard the "Montrealer", then "Chaleur" to Quebec's pristine Gaspe' peninsula.

BIG BEAR - One Hour. Part One of the ONTARIO NORTHLAND visit features "Polar Bear Express", ride on freight to Noranda, Que, 1950s films of colorful Fs and Alcos.

LITTLE BEAR - One Hour. The WINTER side! Cab rides on "Northlander", "Little Bear" mixed train, and freight. Watch the snow fly as the plow swishes past!

ALGOMA CENTRAL - One Hour. 1986 video by Adolf & Okan Wolf, touring the system.

TO THE NORTHERN LIGHTS. - 65 Min. FP-9s and steam, piggybacks on the rear, snow on the ground and the Aurora above, Churchill also boasts polar bears, beluga whales, and a lonely but vital rail terminal.

MANITOBA MIXED - One Hour. The Lynn Lake line hosts North America's longest mixed train operation. Over 500 curves snake around numerous lakes, and we take in the view from the caboose. Historic films on construction of the line and the tractor trains which transported the entire town!

CANADA'S SHOWCASE - 112 Min. The "Canadian" has long served as the Dominion's best ambassador. Sample rides in 1970, 1983, and video from 1990 showing one of last CP- route runs. A winter spectacular, we ride the cab through the Spiral Tunnels.

CANYON DAWN - 90 Min. Supplements above tape. Cab ride at dawn thru the Thompson Canyon, followed by caboose ride back east. Pace a CN freight across the valley!

SILVER & BLUE - 75 Min. Updates the "Canadian" saga to 1994, when refurbished trains rolled on the CN route Toronto to Vancouver.

ROCKY MOUNTAINEER - One Hour. Daylight two-day adventure from Vancouver to Calgary aboard this popular excursion train.

RAILS ON VANCOUVER ISLAND - 63 Min. Current CP freight and "Malahat" RDC, plus vintage logging footage, and modern looks at BC Forest Museum, and CanFor's 2-8-2.

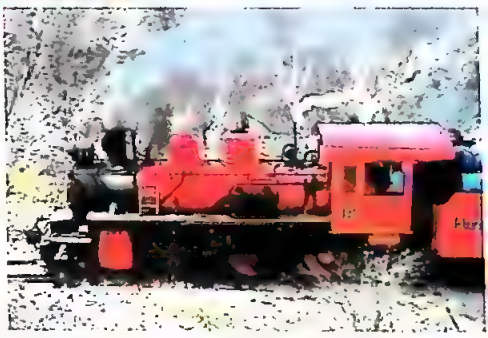
••• INTERNATIONAL SCENE
MEXICO, JAPAN AND ECUADOR!! •••

MEXICAN FIESTA 1995 2 TAPE SET 3 Hours. $39.00 Washington DC - Birmingham - New Orleans - Laredo, then into northern Mexico for visits to mountainous Durango region and Tampico on the Gulf. Descend 3% "Devil's Spine", watch the telegraph at work, and meet some great railroaders!

MEXICAN FIESTA 1996 THREE TAPE SET (available as singles also). 4 Hours. Part 1. (88 Min) CH-P, the COPPER CANYON! Plus: South Orient and NW branch. Come!

Part 2. (70 Min) SP of Mexico to Guadalajara, coast & canyons. Tunnel work on Manzanillo Line, Los Reyes branch; Railroaders Festival!!!

Part 3: (60 Min) Our RS-11 is joined by an FT! Steamer #2 at Empalme Shops...



"I THINK I CAN" - 90 Min. The title relates to Ecuador's narrow gauge 2-8-0s battling 5.5% Andes grades! The sound and scenery are awesome as we ride legendary Guayaquil & Quito in 1998 and previous years.

RAILROAD ISLAND - 99 Min. A visit to Japan, 1997. Bullets, Limited Expresses, Luxury Overnighters, Locals and Steam!! Hi Hi...

RISING SUN TRACTION - 108 Min. Colorful trolleys, interurbans and mountain climbing lines on all four islands.

•••OTHER TAPES•••
Contemporary & Miscellaneous subjects

WHEELING & LAKE ERIE - 70 Min.

TOWERS- 69 Min. CSX Miller, Cumberland ...

OHIO CENTRAL - 60 Min.

STEEL CITY EXPRESS - 60 Min. #765 in 1993.

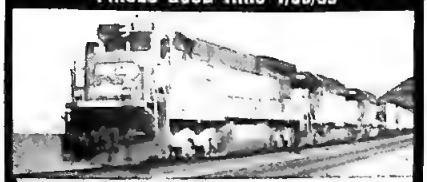
MIDWAY U.S.A. 98 Min. 1988 Nebraska Action

HOW TO SHOOT RAIL VIDEO / BLOOPERS 60 Min.

REVELATION VIDEO PO BOX 129 TALLMADGE, OHIO 44278

To Order: Check, Visa or Mastercard (Call 330-630-9817 for Credit Card Orders)

GREAT TRAIN VIDEO SALE!
PRICES GOOD THRU 1/30/99



MISSABE RAILS A system wide look at famous ore hauler, Duluth Missabe & Iron Range RR, located in Northeastern Minnesota.
Regular 47.95 ..... 120 min ..... **SALE 37.95**

LTV STEEL ORE LINES See LTV mining's F9's Alcos & Baldwins work the mines and rail line.
Regular 38.95 ..... 90 min ..... **SALE 30.95**

TACONITE TRAINS OF MINNESOTA See Ore haulers: DM&IR - BN - LTV - CNSM.
Regular 47.95 ..... 120 min ..... **SALE 37.95**

ALCOS ON THE GREEN BAY & WESTERN See the GB&W Alco powered frieghts across scenic Wisconsin from Winona to Green Bay.
Regular 38.95 ..... 100 min ..... **SALE 30.95**

NICOLET BADGER NORTHERN N.E. Wisconsin logging trains & Baldwin powered tourist train.
Regular 33.95 ..... 60 min ..... **SALE 27.95**

FOX RIVER VALLEY RAILROAD The FRV was a 214 mile regional RR serving Wisconsin paper producing Fox Cities, Milwaukee to Green Bay.
Regular 38.95 ..... 100 min ..... **SALE 30.95**

TWIN CITIES HOT SPOTS 15 RR's from 30 exciting Minneapolis & St. Paul Locations, Plus steam.
Regular 47.95 ..... 120 min ..... **SALE 37.95**

ALCOS IN THE CORN BELT Midwest shortlines: Indiana, HI-Rail—Kankakee Beaverville & Southern.
Regular 38.95 ..... 100 min ..... **SALE 30.95**

THE TRAINS OF ALGOMA COUNTRY Features frieght & tourist trains of the Algoma Central. Plus CP & WC at Sault ste Marie, Ontario.
Regular 38.95 ..... 98 min ..... **SALE 30.95**

C&NW IRON ORE ROUTE The Chicago & NorthWestern Ore Lines in Upper Michigan.
Regular 38.95 ..... 96 min ..... **SALE 30.95**

DAKOTA MINNESOTA & EASTERN 917 mile regional RR across Minnesota & South Dakota.
Regular 38.95 ..... 101 min ..... **SALE 30.95**

DULUTH WINNIPEG & PACIFIC DWP Frieght action across NE Minnesota including Alcos.
Regular 38.95 ..... 100 min ..... **SALE 30.95**

C&NW IN NORTHWEST WISCONSIN The Chicago & Northwestern includes the Rail Lines from Adams to Altoona to Hudson & Superior.
Regular 47.95 ..... 120 min ..... **SALE 37.95**

THE TRAINS OF WINTER Winter train action on twenty upper Midwest Railroads.
Regular 38.95 ..... 90 min ..... **SALE 30.95**

SALUTE TO THE SOO LINE Contemporary soo diesel frieght action in IL, WI, MN, & ND.
Regular 47.95 ..... 120 min ..... **SALE 37.95**

NORTHLAND BALDWINS AND THE E&LS Rare diesel powered frieght on the Escanba & Lake Superior RR. Including many Baldwins.
Regular 38.95 ..... 90 min ..... **SALE 30.95**

BN MISSISSIPPI RIVER ROUTE Burlington Northern train action from the Twin Cities to Savanna, IL along the scenic Mississippi.
Regular 47.95 ..... 120 min ..... **SALE 37.95**

TODAY'S VINTAGE TWIN PORTS Vintage steam & diesel action from the Duluth/Superior region.
Regular 38.95 ..... 90 min ..... **SALE 30.95**

CHICAGO CENTRAL LAST DAYS CC&P yard & freight action across Illinois and Iowa.
Regular 38.95 ..... 90 min ..... **SALE 30.95**

WISCONSIN & SOUTHERN Frieght, passenger, & circus trains, featuring WSOR's E9's.
Regular 38.95 ..... 114 min ..... **SALE 31.95**

SOO LINE 1003 STEAMIN FIRST SEASON Exciting passenger, frieght & shuttle trips of newly restored 2-8-2 Mikato in Minnesota and Wisconsin.
Regular 38.95 ..... 99 min ..... **SALE 31.95**

C&NW IN SOUTH CENTRAL WISCONSIN Featuring C&NW freight, circus & ballast trains, plus 1385 steamer & MP15's switchers.
Regular 38.95 ..... 97 min ..... **SALE 31.95**

TRAINS OF ELGIN JOLIET & EASTERN A system-wide look at the EJ&E plus its 16 connecting RR's.
Regular 38.95 ..... 90 min ..... **SALE 33.95**

Wisconsin Residents Add 5% Sales Tax
Shipping USA $4 / Canada $5 / $1 Ea Add / 3 Ship Free

PLETS EXPRESS
PO Box 217 - Altoona, WI 54720 - 715/833-8899

MARKERS

EDITORIAL COMMENTARY

Two good friends

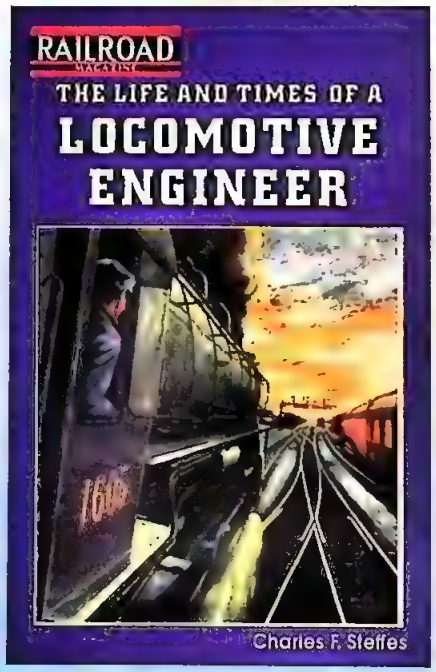
TWO GOOD FRIENDS of the magazine passed away recently. On October 16, 1998, Glenn Monhart died suddenly in the hospital following a minor automobile accident. He was 50. Glenn took to railfanning during the Burlington steam program of the 1960s. He became an accomplished photographer and he mastered the 4×5 format. He later went to work for EMD at LaGrange in the service department, and many years later he left EMD to start his own locomotive repair business. During this time he purchased Atlantic Coast Line E3 No.501, the highest mileage EMD locomotive extant. Glenn also owned two former-Bangor & Aroostook BL2s, an FP7 and an F7A and B unit. Glenn operated his Railway Equipment Associates business out of the Janesville, Wisconsin, roundhouse, which he also owned. Monhart's family is aware of Glenn's love for railroading, and his equipment will get a good home. Glenn was a long-time member of the Illinois Railway Museum, so much of it will go there. Glenn was a likeable fellow who helped many historical groups restore older EMDs. Glenn will be missed by his many friends.

The rail industry was shocked in early August with the sudden and unexpected death of another friend of R&R, Morristown & Erie founder Ben Friedland. Ben was 56. Ben was a big man with a huge heart and a dominant presence who could light up a room with a smile and the latest joke du jour. He left his family's electrical contracting business to raise money to purchase the bankrupt Morristown & Erie Railroad in 1980. He built the railroad into a viable business. Ben loved railroading, and he was able to parlay relationships with the railfans into business opportunities. It was his active participation with the Tri-State Chapter NRHS excursions of the 1980s where he met and worked alongside many county, state and Conrail officials, and these relationships helped build the railroad. Ben was a friend to the railfans, and I've credited him in the past as being the father of railway preservation in northern New Jersey. Before his M&E, the amount of historic rail equipment in North Jersey could be counted on one hand — the Morris County Central had already moved out of Whippany by this time. By allowing equipment to move onto his railroad and to be worked on, and by permitting the Whippany Railway

NOW AVAILABLE!

Charles Steffes worked as a fireman and locomotive engineer on the Southern Pacific from 1937 until his retirement in 1976. This autobiography provides insight and humor into the period of railroad transition, from vintage steam power to giant, powerful Mallets and first generation diesel power. Steffes brings back the glory days of steam railroading in California before, during and after World War II. Attempting to enlist in the Seabees, Steffes discovered that the SP had gotten him an essential war deferment. See what it was like during the hectic war years as traffic grew heavier, and the changes wrought by diesel locomotives.

$19.95 + p&h



At better hobby and book shops everywhere. If your dealer can't supply you order direct by dialing 1-800-474-6995 (have your credit card ready). VISA/MC/AMEX/OPTIMA accepted. P&H US $2. per book. Outside US $2. per book plus 20% for insured shipping. NJ residents add sales tax Canadians add 7% G.S.T.

Carstens
PUBLICATIONS, INC.
P.O. Box 700, Newton, N.J. 07860

TO ORDER CALL TOLL FREE
1-800-474-6995
HAVE CREDIT CARD READY!

M seum to form and function, the M&E a the Whippany Railway Museum has b come a vibrant and always changing railroad n seum that rivals many of the best in the c untry. And it's safe to say that the effort t create a state transportation museum would not have gotten started without Ben's help and guidance. Many private cars call the M&E home, and one of Ben's best joys was running the "PVs" to and from NJ Transit at Hoboken or Amtrak's Northeast Corridor at Hudson Tower. Ben was a great supporter of the rail history groups, and he was active in the short line associations.

With Ben's passing, it's good to know that the railroad is continuing in capable hands. One of Ben's three financial partners Wesley Weis has stepped in as president. The two C430s are being repaired and returned to service to complement the two C424s currently handling the jobs.

Several groups are naming pieces of equipment for Ben, and Tri-State has named its annual preservation award for Ben. The M&E, too, will name one of the Alcos in his honor. His family asks that donations be made to the Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981 — *MIKE DEL VECCHIO.*

The power of connecting

Steamtown learned the power of connecting last year when Thomas the Tank Engine visited the Scranton, Pennsylvania-based National Historic Site and brought with him record crowds, mostly children who "dragged" their parents there. Now the Strasburg Rail Road has brought Thomas to their property and felt the same surge in visitation.

What makes a toy-like steam engine, donning a garish paint job and wearing a grotesquely human face with an under-bite attract such large numbers of people? The answer is connecting. A child can relate — connect — to Thomas because they see him on television (which is, without getting too philosophical, an instrument that shapes reality for many of us). When children can physical touch Thomas and see him "pull" a real train he then becomes more than a television character. Why don't "real" steam engines draw crowds like Thomas? Maybe I am being too presumptuous, but I doubt very many children know or care about the difference between an 0-4-0 and a 4-8-8-4. "Why?" you ask. Because they cannot relate to them any more than I, as a "grownup" can relate to Thomas. What is important for museums and tourist lines to see if they wish to prosper, is the need to relate not only to railfans and older folks who remember steam and the "glory days" (connecting with these groups is easy, they already like railroading), but those who do not directly connect with railroading. The railroads touch each of us in some way whether or not we know it. The challenge museums, tourist lines and even magazines face is connecting those who are not. Children who come out in armies to see Thomas will some day be "grownups" just like us. If we can connect with them today, there is a good chance that tomorrow they will be interested in that 4-8-8-4.

Railfan & Railroad's Guide TO TRAINS

RAILROAD MUSEUMS, TOURIST LINES, and DINNER TRAINS

Railroad Museums, Tourist Lines & Dinner Trains help keep the history and spirit of railroading alive through entertainment, education, and involvement. We invite you to visit, enjoy and support these great museums and attractions.

GOURMET DINING EXCURSIONS YEAR-ROUND
BRUNCH
LUNCH
DINNER
707-253-2111
Napa Valley Wine Train
1275 McKinstry Street, Napa, CA 94558

ILLINOIS RAILWAY MUSEUM
HOME OF THE NEBRASKA ZEPHYR
Steam, Diesel Trains, Electric Cars
Send $3.50 for 32 page Guide Book or #10 SASE for Color Brochure with schedule & discount coupon.
Located in Union, IL (McHenry Co.) near Marengo exit I-90 • 35 miles from O'Hare. Info: Schedules (taped): (815)923-4000 Lodging: (847)695-7540
http://www.irm.org/
http://www.mcs.net/~devanno/irm.html
Illinois* Don't Miss It!SM
ILLINOIS RAILWAY MUSEUM
PO Box 427
Union, IL 60180

Please remind your group and family of the importance of safety whenever you are near a right of way... stay alert, refrain from dangerous play and...
always expect a train
U.S. Department of Transportation
OPERATION LIFESAVER
1-800-537-6224

For information on advertising in Railfan & Railroad call
John Earley or Pete Uptegrove
Phone: (973) 383-3355
Fax: (973) 383-4064
e-mail: ads@railfan.com

NEXT MONTH RAILFAN & RAILROAD

ALAN MILLER

• THE MORNING TRAIN: Every day thousands of commuters board a train for the rush hour trip into work. Next month we'll take a look at commuter operations in formerly auto-obsessed southern California. Bill Hough looks at the ever-growing operations of MetroLink in Los Angeles and the *Coaster* in San Diego and how workers are finally leaving their cars and taking the rails in one of the great commuter success stories.

FEBRUARY 1999 ISSUE ON SALE JANUARY 1

MORE "BAT TRAINS" FOR AMTRAK

by Tom Savio

Talgo trains for Amtrak and WADOT's *Cascades* and Amtrak Las Vegas service are nearing completion at Talgo's Seattle plant. Cascade service between Vancouver, British Columbia, and Portland, Oregon is expected to start December 1,1998. The pronounced, Cadillac-style tailfins are in fact, streamlining intended to blend the low-profile tilt-train *Talgos*, which were in Seattle on September 17, 1998 (**below**), with high-profile EMD F59s in pull-pull service.

Two photos: Tom Savio

Talgo's Spanish builders call them the "Bat Trains." The ceiling of the Bistro Car on Amtrak's yet-unnamed Las Vegas *Talgo* depicts the desert sky at night (**above**). As the car lights are dimmed, the stars and other heavenly bodies light up in a virtuoso performance by interior designer Cesar Vergara. The Las Vegas *Talgo* is due to start February 1, 1999. It will be managed by Matt Cahoon, who helped build the *Coast Starlight's* reputation.

Advertising Index for January 1999

A-B

Audio-Visual Designs 14
B.R.M.N.A. 50
Barnard, Roberts & Co. 55
The Book Depot 48,49

C

C&O Historical Society 25
Cabbage Stack Publishing 16
Cajon Rail Products 54
D. Carlton Railbooks 14
Carstens Publications 56,57,58
Catenary Video Productions 25
Cedco Publishing ....Cover IV
Challenger Press 8
Chandos Television 53
Colorado Railroad Museum 53

D

DJ Rail Products 52
DPA-LTA Enterprises, Inc. ....Cover II,58
The Depot Attic 60
The Depot Attic at Strasburg 50
Depot Square Publishing 18

F

Four Ways West 50

G

Golden Spike Enterprises 8
Goodheart Video Productions 9
Grande Press 20
Green Frog Productions 3
Green Mountain Railroad 54
Greg Scholl Video Productions 13
L.V. Grogan 8

H

Herron Rail Services 23
Hi-Iron Railroad Videos 14
Hiram Press 14
Howbook 8

K

KATY Historical Society 60

L

Longleaf Press 20
Carleton F. Loucks 52

M

Machines of Iron 21
Mainline Steam Tours 52
Map Factory 18
Mark I Video ....Cover III
McMillan Publications 12,22
Edgar T. Mead 52

N

National Railway Historical Society 51
New York Central System Historical Society 55,60
New York, Susquehanna & Western Historical Society 50
Nickel Belt Rails 60

O

O. Winston Link Railway Productions 52
O&W Historical Society 58
Old Line Graphics 60

P

Plets Express 11,62

R

Railcom 20
Railroad Avenue Enterprises 24
Railroad Research Publications 55
Railroad Video Productions 19
Rails 'N' Shafts 15
Railway Productions 20
Raritan Bay Hobbies 11
Revelation Audio Visual 61
Ben Rohrbeck 58
Ron's Books 10,25

S

Scanner World 54
Schrader Enterprises 18
Seashore Trolley Museum 55
Signal Computer Consultants 16
Southern Connecticut Model Train & Railroad Artifact Show & Sale 18

T

TLC Publishing 17
Trackside Video 18,55
Trains Unlimited, Tours 18
Transit Gloria Mundi 59
Trillium Video 8

W

Water Level Industries 51

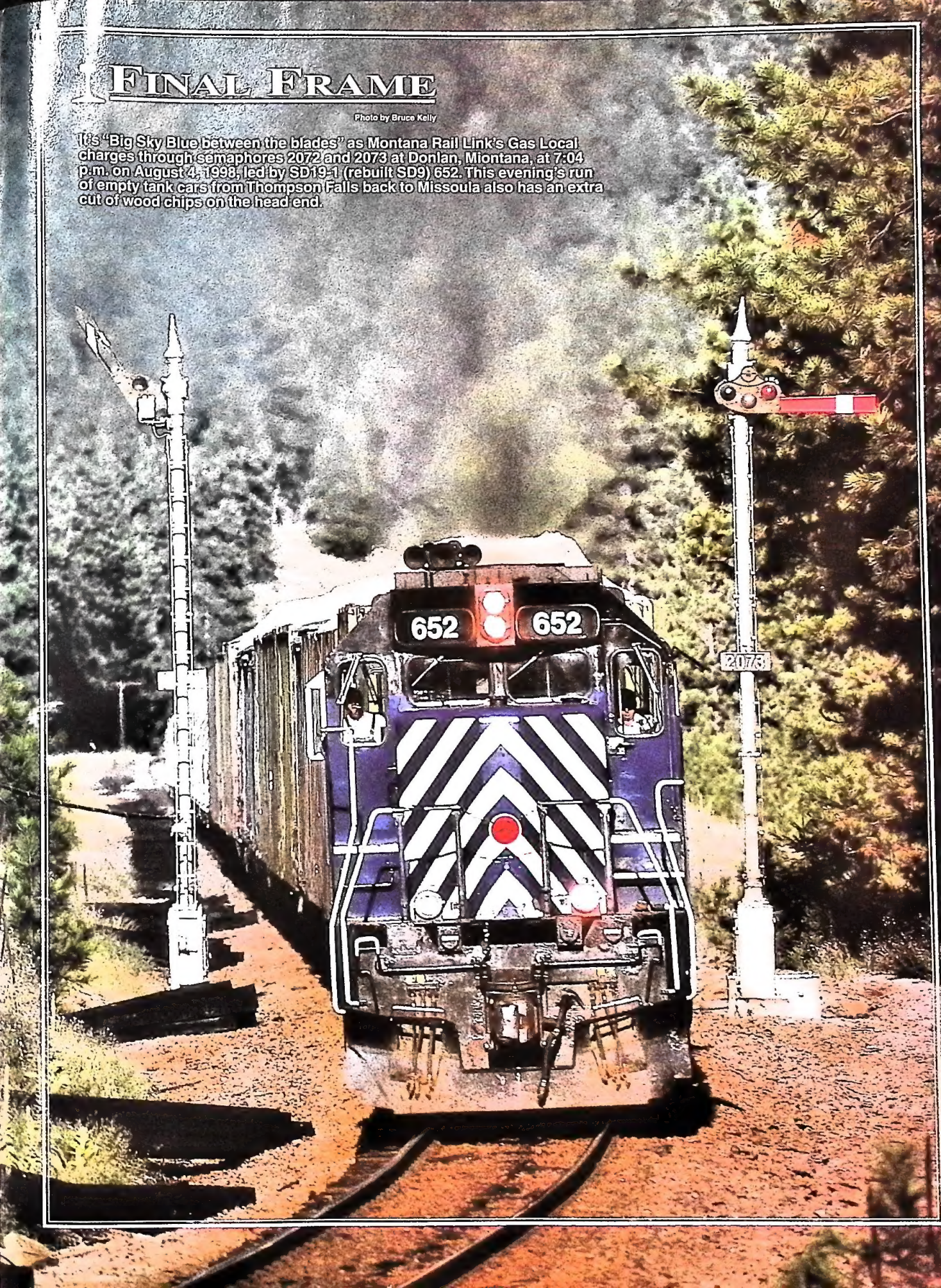
Z

Zuleka Video Productions 12

Final Frame

Photo by Bruce Kelly

It's "Big Sky Blue between the blades" as Montana Rail Link's Gas Local charges through semaphores 2072 and 2073 at Donlan, Miontana, at 7:04 p.m. on August 4, 1998, led by SD19-1 (rebuilt SD9) 652. This evening's run of empty tank cars from Thompson Falls back to Missoula also has an extra cut of wood chips on the head end.

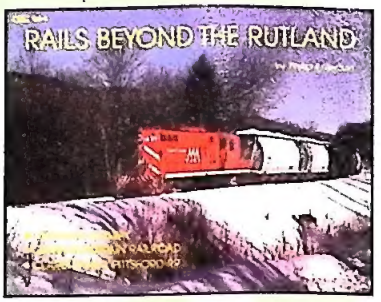


RAILROAD PICTORIAL SOFTC ERS

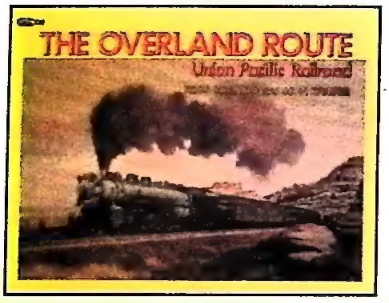
Discover the Fine Art of Railroad Photography

Grand Trunk Heritage
by Philip R. Hastings
Filled with wonderful b&w photographs captures an era of railroading in New England and Canada never to be seen again. A testament to the eye and vision of Phil Hastings.
C00066 $11.95 +s/h

Colorado Memories of the Narrow Gauge Circle
by John Krause & Ross Grenard
This railroad operating at the highest elevations served places whose incomparable scenic beauty is reflected in these historic b&w photographs. C00059 $15.95 +s/h



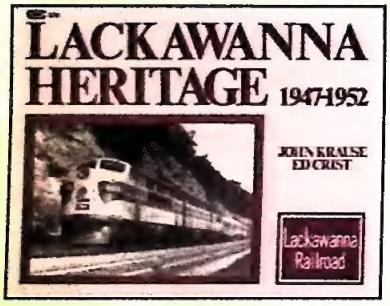
Rails Beyond the Rutland
by Philip R. Jordan
An in-depth illustrated study of Rutland Railroad successors, Vermont Railway, Green Mountain Railroad and Clarendon & Pittsford Railroad.
C00054 $12.95 +s/h



The Overland Route: Union Pacific Railroad
by Ross Grenard & John Krause
An impressive pictorial of big time steam and first generation diesel action on the post World War II era Union Pacific.
C00060 $12.95 s/h

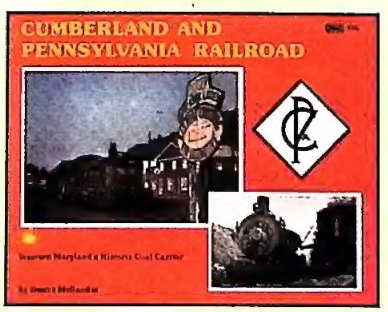
Baltimore & Ohio Heritage
by Ed Crist and John Krause
The selected photographs in these pages offer a look back on the B&O when steam and diesel worked hand in hand on the oldest railroad in the United States.
C00052 $7.95 +s/h

Lehigh and New England
by Ed Crist and John Krause
Journey back to the 1940s and 50s to see steam and early Alco power hauling coal through the mountains of eastern Pennsylvania and northwestern New Jersey.
C00081 $13.95 +s/h



Lackawanna Heritage
by John Krause & Ed Crist
Main line and branch line DL&W steam power in the early 1950s in northern New Jersey combined with first generation EMD cab units. C00069 $8.95 +s/h

Susquehanna
by John Krause and Ed Crist
NYS&W Decapods, RS1's , Motorcars, and GP18s in picturesque northern New Jersey between 1945 and 1965.
C00080 $15.95 +s/h



Cumberland & Pennsylvania RR
by Deane Mellander
Traces the life of this short line mountain railroad from its inception in 1829 to its eventual incorporation into the Chessie System in the 1970s. C00063 $9.95 +s/h

VISA/MC/AMEX/OPTIMA accepted. S&H in US $2. per book. Outside US $2. per book plus 20% for insured shipping.
NJ residents add sales tax Canadians add 7% G.S.T.

CARSTENS PUBLICATIONS

To Order Please Call: 1-800-474-6995 or *FAX* us at: 1-973-383-4064

GREAT ENTERTAINMENT From MARK I VIDEO

THE OFFICIAL C&O 614 SOUVENIR VIDEOTAPES

C&O 614: RETURN OF A THOROUGHBRED 2 1/2 Hrs. † $39.95
This Official Video features superb runbys, plus awesome helicopter views, cab ride and spectacular *ChoochCam* sequences! Includes history of C&O 4-8-4s. One of the best steam videos ever!

C&O 614: WINTER COAL TRAINS 60 Min. * $29.95
614 battles sub-zero weather in regular coal train service on Chessie System in 1985. Includes full story of ACE 3000 project. Beautiful color winter scenes with huge smoke plumes!

C&O 614: CHESSIE SAFETY EXPRESS 60 Min. * $29.95
Complete coverage of 1980-81 excursion season. Sand Patch, 17-Mile Grade, New River gorge, cab ride. Multi-camera coverage.

ALCOS, IRON ORE AND MORE! 60 Min. *† $29.95
Jim Boyd hunts rare diesels in Michigan! CNW C628s, RS32s; LS&I Alligators; E&LS Baldwins; GB&W RS11 are featured.

CIRCUS TRAIN 60 Min. *† $29.95
C&NW 4-6-0 and "executive" F-units pull colorful Circus World Museum train from Baraboo to Milwaukee. Includes circus train history.

CLOSE UP: 3985 60 Min. † $29.95
Exciting program on UP 4-6-6-4 has great *ChoochCam* scenes, cab ride, pacing, night action, superb stereo soundtrack! A true classic.

DOUBLEHEADER! 60 Min. *† $29.95
Recently retired PRR 4-4-2 7002 and 1223 on three mainline excursions. High-speed runbys, great trackside scenes, pacing action.

ERIE STEAM 45 Min. Each Vol. Each $27.95
Volume I has commuter trains, Jersey City terminal action. Volume II has larger power, Main Line action to Pt. Jervis. Both programs feature rare archive film with narration and great synchronized sound.

FT-103 2 Hours $39.95
Definitive history of Electro-Motive first-generation diesels, restoration of original FT unit, EMD Open House. Includes extremely rare film footage of early EMD units, including original *Zephyr* trainsets.

JERSEY DIESELS: THE U BOATS 2 Hours $39.95
Definitive history of classic NJ Transit GE U34CHs. Includes archive film of Erie and DL&W steam and diesel predecessors, cab rides, line tours, plus night action, *ChoochCam*, farewell trip and locomotive montage.

K-4! PRR 1361 RESTORATION/OPERATION 60 Min. $29.95
Great program on PRR 4-6-2 1361 features history of K-4s, behind scenes coverage of restoration, first fire up and inaugural trip.

NEW! SUMMER STEAM SPECTACULAR 2-VOLUME SET!

VOLUME I: THE FABULOUS 4-8-4s 2 Hours *† $39.95
Four great 4-8-4s on one super tape! Summer '97 action includes SP *Daylight* 4449 on Stampede Pass, UP 844 3-day run through Royal Gorge (5 crews), Milwaukee 261 run to Galesburg RR Days, and C&O 614 on hi-speed Hoboken - Pt. Jervis runs with chopper shots!

VOLUME II: A FESTIVAL OF STEAM 90 Min. * $34.95
Summer '97 action includes Maine Narrow Gauge and Edaville 2-foot action, Western Maryland Scenic RR charter coal train, Ohio Central railfan weekend, Cass railfan weekend, CATS Rotary OY and *Eureka*, Nevada Northern, Heber Valley.

MASSACHUSETTS' MAINE ATTRACTION 60 Min. * $29.95
Complete history of the Maine two-footers and Edaville Railroad. Has vintage B&HR and SR&RL scenes, plus modern-day activities.

MEMORIES OF BURLINGTON DIESELS 30 Min. $24.95
Exciting action on Chicago - Galesburg Main Line features early *Zephyrs*, first-generation EMD units, many name trains!

MEMORIES OF CNJ, B&O, READING - I 30 Min. $24.95
CNJ Terminal with steam and diesel, Communipaw, Newark Bay Draw, Train Masters, Baldwins, other rare diesel power. Great sync sound!

MEMORIES OF CNJ, B&O READING - II 30 Min. $24.95
Bound Brook action in early sixties by Tom Nemeth. Alco, Baldwin, EMD, F-M diesels. Freight and passenger action plus fantrip steam.

MEMORIES OF ERIE DIESELS 30 Min. $24.95
Includes Jersey City - Starrucca mainline, NJ&NY commuter action. ferry ride. Features first-generation Alco and EMD diesel power.

MEMORIES OF LACKAWANNA DIESELS 30 Min. $24.95
Has passenger and freight action on Hoboken-Scranton Main Line and Boonton line, DL&W ferry ride across Hudson River. Sync sound.

MEMORIES OF THE NEW HAVEN 30 Min. $24.95
Includes tour of Main Line, Bay Ridge freight action, cabride over Hell Gate Bridge. Wide variety of diesel and electric power includes F-Ms and Alcos. Fully-synchronized soundtrack, maps, and graphics.

MEMORIES OF LEHIGH VALLEY - I 30 Min. $24.95
First-generation diesels in freight and passenger action on east end of LV. Includes LV trains pulled by GG-1s and engine change to PAs.

MEMORIES OF LEHIGH VALLEY - II 30 Min. $24.95
Main Line freight action, Bound Brook - Manchester with extended sequences in Sayre area. Has rare steam footage from 1940.

NEW! MORE GREAT LEHIGH VALLEY VIDEOS

MEMORIES OF THE LEHIGH VALLEY - III 30 Min. $24.95
Has NY Harbor scenes, PAs at Allentown, steam action including 1946 Santa train and cab rides, Coxton yard action, plus testing Turkish 2-10-0s on LV! Also includes Buffalo coal loader, steam snow plow.

MEMORIES OF THE LEHIGH VALLEY - IV 30 Min. $24.95
Colorful Alco, GE, EMD, and Baldwin diesels at such scenic locations as Easton, Lehigh Gap, Mauch Chunk, Sayre, Geneva and Victor. Superb soundtrack! High-quality full-color film.

MEMORIES OF STEAM IN NEW ENGLAND 30 Min. $24.95
Rare archive film of Maine Central, New Haven, and Central Vermont steam locomotives. Includes NH streamlined *Shoreliner* 4-6-4s!

MEMORIES OF STEAM IN THE NORTHEAST 30 Min. $24.95
Vintage steam scenes include LV, RDG, CNJ, DL&W, ERIE, D&H, B&M, power, plus rare shortline steam in Pennsylvania. Sync sound.

MEMORIES OF THE WESTERN MARYLAND 30 Min. $24.95
Steam and diesel action features 2-8-0s, 2-10-0s, Challengers, and great F-unit lashups in full color. Super steam and EMD 567 sound!

NEW! MEMORIES OF THE ERIE LACKAWANNA

VOLUME I: HOBOKEN TERMINAL TO ARDEN 30 Min. $24.95
Erie and E-L trains in action on NY Division between Hoboken, NJ and Arden, NY. Locations include Hoboken Terminal, Croxton, Passaic Jct., Waldiwick Yard, plus running through streets of Passaic.

VOLUME II: MOODNA VIADUCT TO BINGHAMTON 30 Min. $24.95
Freight and psgr. trains at Moodna, Black Rock Cut, Shin Hollow, Port Jervis, Hawk's Nest, Mil1 Rift, Shohola, Pond Eddy. Classic E-L power includes 5-unit RS3 lashupes!

VOLUME III: A SCRANTON DIVISION SCRAPBOOK 30 Min. $24.95
Trains in action between Orange, NJ and New Milford, PA. Locations include Water Gap, E. Stroudsburg, Pocono Summit, Nay Aug, Scranton, Factoryville Tunnel, Tunkhannock Viaduct.

THE MIDLAND AND TWO CENTRALS 40 Min. * 24.95
Film by John Swajkart includes NYC, IC, C&IM, and B&O steam power in action in the mid-fifties. Great color and sound!

THE NEW YORK & LONG BRANCH 60 Min. $29.95
History of NY&LB with color scenes of PRR K-4s, GG-1s, Sharks, PAs, etc. plus operation under PC and NJ Transit. Maps, narration.

NEW YORK CENTRAL STEAM SHOWCASE 30 Min. $24.95
Many classes of power! Locations include Main Line, plus Kingston Branch, Chicago, St. Louis, Kankakee, Syracuse. Maps, sync sound.

NEW YORK CENTRAL: ALONG THE HUDSON 30.Min. $24.95
Great archive film program features scenic West Shore Line and Hudson Division with classic first-generation diesels.

PENNSY STEAM 30 Min. $24.95
Full-color archive footage features famed T-1 4-4-4-4s in action, plus many other classes of PRR steam locomotives. Amazingly realistic synchronized sound, maps, graphics. A must for Pennsy fans!

THE PHOEBE SNOW 45 Min. $27.95
Includes history of famed DL&W passenger train, great full-color main line action scenes, even some steam! Includes maps, narration.

PRIDE OF ALTOONA: PRR 1361 60 Min. † $29.95
The legendary K-4 in exquisite trackside end pacing sequences, plus in-cab views. Great fall foliage! Filmed on Nittany & Bald Eagle Railroad Includes brief history of K-4s class. Stereo soundtrack.

MAIN LINE ELECTRICS

ACTION UNDER THE WIRES 60 Min. $29.95
Full-color archive film features GG-1s and other electrics in action on Main Line, Port Deposit line, NY&LB more! Maps, sync sound.

LACKAWANNA LEGACY 60 Min.*† $29.95
Nostalgic look at DL&W electric MUs has detailed historical background, complete tour of system, last day of operation.

THE MAGNIFICENT GG-1 60 Min. $29.95
This fine documentary covers development of GG-1 and has tour of NY to Philadelphia Main Line. Many different paint schemes. Great action!

RAILFANNING THE SILVERTON 2 Hours *† $39.95
Jim Boyd's tribute to D&SNG features complete railfanning and photo strategies, maps, plus archive Silverton scenes. Includes freight scenes.

RAILS TO ROANOKE 90 Min. *† $34.95
Memorable coverage of 1987 NRHS Convention with N&W 611 and 1218. Double-train runbys, 1218 on 4 freight trains, more!

RIO GRANDE ROTARY SPECTACULAR 90 Min. *† $29.95
Compelling full-color imagery of Rotary OY and 3 D&RGW 2-8-2s clearing snow on CATS. Four days of action, 3 camera crews!

ROARIN' RUNBYS 60 Min. † $29.95
Enjoy contemporary steam from coast to coast! Over 30 locomotives in the most dramatic runby sequences from the extensive Mark I Video collection. Stereo Sound. Exquisite Betacam scenes by Marc S. Balkin.

SANTA FE 3751: THE CALIFORNIA LIMITED 90 Min.* † $34.95
Inaugural excursion coverage includes assaults on Cajon and Tehachapi. 10 camera crews. Beautiful color, stereo sound.

THE SCHUYLKILL SHIFTER 60 Min. *† $29.95
Reading 2102 pulls BM&R coal trains. Unusual freight-only action with hooter whistle, plus vintage film of T-1s. A real time warp!

ST. LOUIS STEAM SPECTACULAR 2 Hours $39.95
Official Video of 1990 NRHS Convention has multi-camera coverage of all ferry runs, excursions, *ChoochCam* action, plus cab rides.

STEAMFEST: SP 4449 AND SP&S 700 2 Hours † $39.95
See SP 4449, SP&S 700, and GW 51 in action on Washington Central, plus Yakima trolleys Includes runbys, *ChoochCams*, cab rides, pacing!

STEAMTOWN: HISTORY AND OPERATION 60 Min.* † $29.95
From Bellows Falls to Scranton, here's the history of Steamtown. Many different steam locos at both sites shown. Night action too!

SUPER SLIPS AND START-UPS 60 Min. † $29.95
Spectacular full-throttle start-ups and driver-slipping sequences features towering exhaust plumes, great stack talk! Superb color Betacam . videography with stereo sound. From the camera of Marc S. Balkin.

SUSQUEHANNA SPECTACULAR 1 Hr. 50 Min. *† $39.95
Acclaimed documentary traces growth of NYS&W from shortline to stack packs! Rare vintage film and contemporary action.

SUSQUEHANNA STEAM EXPRESS 80 Min.* † $29.95
Story of NYS&W 2-8-2 142 has history of Chinese steam and SY Class, Valley Railroad service, excursions in New Jersey, more!

*Narrated by Jim Boyd † Stereo Soundtrack

NOSTALGIC TROLLEY TOURS
30 Min. Each - $24.95

TROLLEY TOUR 1 .....NEW YORK AND NEW ENGLAND
Has Southern NY Ry., JW&NW, Springfield Terminal, plus Albany, Schenectady, Providence, New Bedford, and Boston trolley systems.

TROLLEY TOUR 2 .....SOUTHERN STATES, VOLUME I
Has Shore Fast Line, W&OD, P&N, H&F, plus Atlantic City. Savannah, Lynchburg, Roanoke, Norfolk, and DC Transit. Very rare footage.

TROLLEY TOUR 3 .....THE CONNECTICUT COMPANY
See ConnCo lines in New Haven area, open cars to Yale Bowl, plus trolleys in Holyoke and Springfield, MA.

TROLLEY TOUR 4 .....THE MIDWEST, VOLUME I
Cincinnati & Lake Erie; Stark Electric Ry.; Youngstown & Southern Ry.; Cincinnati Traction Co.; Mount Adams Incline; Cleveland Railway Co.; Shaker Heights Rapid Transit; Columbus Ry. Co.; Dayton City Ry.; Detroit Dept. of Street Rys.; St. Louis Public Service

TROLLEY TOUR 5 .....SOUTHERN STATES, VOLUME II
In-depth coverage of Hagerstown & Frederick plus Baltimore & Annapolis hi-speed line. Also features rare film of Knoxville Transit lines.

TROLLEY TOUR 6 .....IOWA INTERURBANS, VOLUME I
Extended full-color coverage of Waterloo, Cedar Falls & Northern; Cedar Rapids & Iowa City. See freight and passenger aciton on both lines.

TROLLEY TOUR 7 .....IOWA INTERURBANS, VOIUME II
Trolleys on Des Moines City Railway, plus interurban lines Southern Iowa Railway; Iowa Terminal Railway; Des Moines & Central Iowa Ry; Fort Dodge, Des Moines Southern Ry

TROLLEY TOUR 8 .....PENNSYLVANIA VOLUME I
Very rare footage of Altoona & Logan Valley; Conestoga Traction Co.; Hershey Transit Co.; Reading Transit & Light Co.; York Railways; plus Philadelphia trolleys (includes Birneys and snow sweepers).

TROLLEY TOUR 9 .....PENNSYLVANIA VOLUME II
Lackawanna & Wyoming Valley (Laurel Line) coverage includes freight and passenger action plus Scranton Ry. Co.; Wilkes-Barre Ry. Co. trolleys.

TROLLEY TOUR 10 .....PUBLIC SERVICE COORDINATED TRANSPORT
Has rare footage of Hoboken Trolley elevated line, Union and Essex County lines, plus vintage trolley subway scenes.

ORDERING INFORMATION:
Visa, Mastercard, Check, Money Order. NJ residents add 6% sales tax to cost of tapes. Add $6 shipping/handling/insurance charge for first tape, $1 each additional title. **SPECIAL!** Order 2 tapes, deduct 5% from cost of tapes. Order 3 or more tapes, deduct 10%!

MARK I VIDEO

Toll Free Order Hotline
1-800-66-MARK 1

P.O. Box 404 • New Milford, NJ 07646 • 1-201-261-8444

Charles Ditlefsen presents

Cedco's 1999 Calendar Collection

Calendars to keep you on track all year long

ANNIVERSARY 20th edition

Those Magnificent Trains® 3186

Those Magnificent Trains® datebook 3252

Pennsylvania Railroad 3143

Howard Fogg's Trains 3080

Colorado Narrow Gauge 3048

All wall calendars are 12" x 12", opening to 12" x 24" and containing 12 full-color images. The datebook is 7" x 5", wire-o bound and features 38 full-color images.

American Streetcars 3011

Those Magnificent Planes 3185

Santa Fe Railway 3166

Red Cars/Yellow Cars 3157

Lionel Trains 3118

Trains 'round the World 3190

Southern Pacific 3175

Canadian Trains 3033

Images of Railroading 3152
0
by Ted Rose

The Lakers 3110

ORDER 24 HOURS A DAY!

TOLL FREE **800-233-2624** BY FAX **415-721-0221** INTERNET **www.cedco.com**

SAVE $$ BUY 1 **$12.00** BUY 2 **$10.00** each BUY 3 or more **$9.00** each BUY 5 & GET THE 6TH ONE... **FREE!!**

Or order by mail by sending check or money order to:

Cedco Publishing Company
100 Pelican Way, Dept. 9500
San Rafael, CA 94901

Visit our website to find over 200 other exciting titles. e-mail: sales@cedco.com

Shipping and handling: U.S. and Canada add $3 for the first item and $1 for each additional item ($10 maximum). International, add 50% of total order.

Sales tax: for delivery to California, add 7.25%, delivery to New York add 8.25%, and delivery to Nevada add 7.0%. U.S. funds only. No CODs. Visa and MasterCard welcomed.